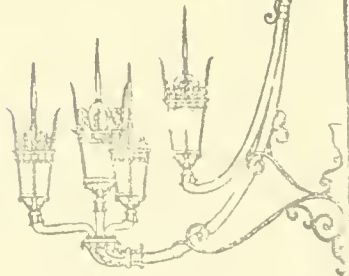


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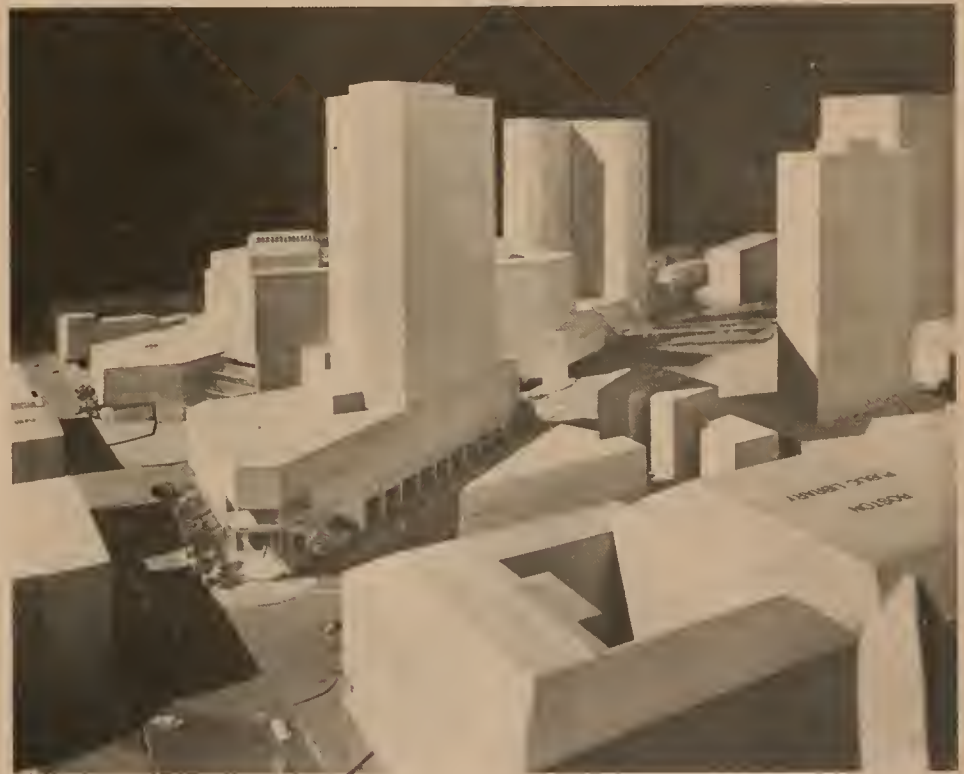
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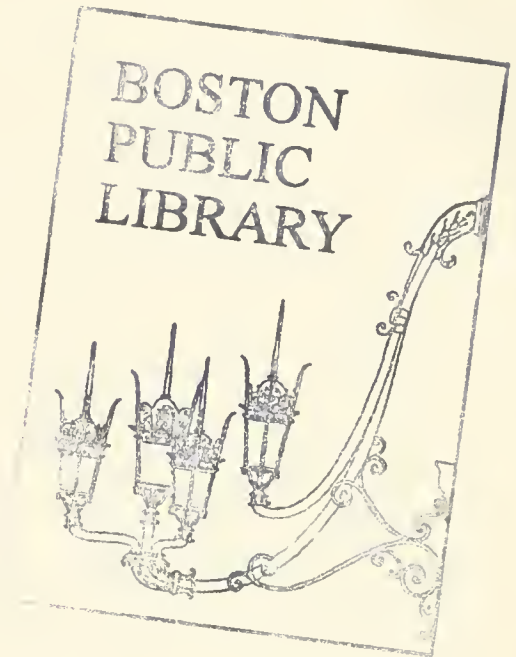
PROJECT INFORMATION

JULY 17, 1980



Urban Investment and Development Co.

John Hancock Tower
200 Clarendon Street
Boston, Massachusetts 02116
(617) 536-8500



This information was compiled by Urban Investment and Development Co. to serve as a project update and reference source for the public as the next stage of Copley Place development, design review, commences on July 17, 1980.

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To: Members of the Copley Place Citizens' Review Committee

From: Kenneth A. Himmel
Vice President and Project Manager
Urban Investment and Development Co.

Date: July 17, 1980

Citizen participation and review of the planning and design of Copley Place is tonight entering its final phase, the formal Citizens' Review Committee having concluded in May. Three years of thorough public examination of the proposed development, its impacts and its viability produced a set of guidelines that have helped shape the present project design.

Next week the CRC Design Review Subcommittee will begin a comprehensive study of the physical context of the project, the present level of architectural and engineering design, building materials under consideration, and the technical planning in process. Although Design Review Subcommittee members were selected by the general membership last summer, the subcommittee is officially designated to represent and to act on behalf of the full CRC. It seems appropriate, however, to commence the formal design review at a general CRC meeting to give the total membership the benefit of an update, an overall project presentation and status report.

As required under the terms of the UIDC/MTA Lease Agreement, recommendations of the Subcommittee will be reported to the Massachusetts Turnpike Authority in September. The MTA will utilize the report in analyzing final design approval prior to the start of construction in mid-October.

The list of Design Review Subcommittee representatives and meetings is contained in this handout along with other information you may find helpful to reference as design review begins. The public is welcome to attend and observe all of the Subcommittee meetings, and I hope anyone who is interested will take advantage of that opportunity.

Should you have other questions where UIDC can be of assistance, please feel free to call on Teri Weidner at 536-8500. For inquiries which are more appropriately directed to others, you will find a comprehensive list of agencies in this information package.



Aerial view of the Copley Place site

History of Copley Place

As this final design review commences, a narrative history of Copley Place is provided here to give an overview of the project after 3½ years of planning.



The Copley Place site, always a key location in Back Bay's architectural history, was cleared in the late 1950's to make way for the Massachusetts Turnpike extension into Boston. The well-known S.S. Pierce Building at the corner of Huntington Avenue and Dartmouth Street faced the Boston Public Library and the Copley Plaza Hotel and started a procession of fine, old buildings lining Huntington Avenue. Since the demise of these structures, the community has sought an appropriate architectural response, not only to the historically important buildings nearby, but to the new Copley Square, created by the closing of Huntington Avenue in front of Trinity Church.

Although the Boston General Plan of 1965 recommended large-scale development on the site in conjunction with a new Back Bay Transportation Center, the Prudential Center expansion and the new John Hancock Building and Garage captured most of Back Bay's development energy for the next decade. During this time, several developers and architectural groups attempted, without success, to create a feasible project on the Massachusetts Turnpike air rights site. The site's physical constraints, particularly the Turnpike and exit ramps, rail tracks and platform, and awkward vehicular access problems had, until recently, discouraged serious development proposals. Recent growth in the regional market and improvements in the surrounding area have contributed to the present potential for this site. These factors include:

- a) The successful completion and rent-up of the John Hancock Building;
- b) The renovation of the Copley Plaza Hotel;
- c) The completion of the Boston Public Library addition, a significant contribution to Back Bay architecture;

- d) Firm plans and funding for the reconstruction of the Back Bay Station, including realignment of the Southwest Corridor and the addition of a new rapid transit (Orange Line) route with a major stop at the Back Bay Station;
- e) The successful expansion of the Sheraton Hotel;
- f) The successful completion of a new Saks Fifth Avenue store and the 101 Huntington Avenue office building within the Prudential Center; and
- g) Market demand for office and retail space in the Back Bay and for hotel rooms to satisfy Boston's deficit in accommodations.

In early 1977, Urban Investment and Development Company (UIDC), the Copley Place developer, expressed to the State its interest in developing the site. In response, the State decided that instead of requesting competitive proposals for development of the site, resulting in a costly, time-consuming "bidding" process, and in view of the past failure of other developers to create feasible plans, it would work directly with a single developer (UIDC) from the beginning.

The State determined that it could enhance community acceptance of the project plans by subjecting the development to an iterative planning process involving the many active organizations representing City-wide, Back Bay, South End, and Fenway interests, such as neighborhood associations, advocacy groups and governmental agencies. The State and UIDC agreed, therefore, to invite these concerned groups to participate actively in the planning review process in order to maximize community benefits from the final proposal and to shorten the period of planning time that could result from an adversary relationship between the community and the developer.

In May 1977, the Office of State Planning organized the Copley Square Citizens' Review Committee (CRC) to identify design, envir-

onmental and other community concerns, and to develop guideline recommendations for the project plans. One month later, in June 1977, the CRC issued an Interim Report setting forth the issues to be addressed during its review process. During the summer of 1977, the CRC divided into workshops to consider important aspects of the project planning, including physical design, land use, jobs, pedestrian circulation, traffic, housing, wind and shadows, and economic impact. The results of the workshops were summarized in the Final Recommendations of September 22, 1977, comprising the CRC's Guidelines for the entire development.

In May 1977, a series of studies were conducted by UIDC's planning staff and consultants. These are illustrated in the following section (Program Comparisons) as Figures 3.1-1 through 3.1-7. At the time, UIDC's planners considered the basic issues of site usage, massing, and the interrelationship of major project components. These alternatives were examined to varying degrees of detail with plans, perspective sketches, and physical block models so that UIDC could decide on the alternatives to be presented to the public for comment and review. The characteristics of these first alternatives reflect the iterative process between the plan consultants and UIDC. For example, the initial schemes showed a coverage over the entire site, emphasis on low-rise construction and pedestrian walkways and courtyards connecting a series of separate program elements. Also, the planners clearly attempted to reduce the perceived scale of large structures by "stepping" tall buildings away from the Huntington/Dartmouth intersection. They also experimented with bridges over Stuart Street, Harcourt Street and the Turnpike ramps. As these plans progressed, increasing effort was made to locate tall buildings away from the Turnpike rights-of-way, railroad tracks and ramp structures to avoid constructing major structures over these site obstructions.

As a result of feasibility studies of these early designs, it became clear to the developer that the construction costs required to bridge over the Turnpike, ramps and rail tracks would impose a

penalty on the overall project cost, necessitating some form of public funding, and eventually requiring the plans to be expanded to absorb these costs.

The initial plan alternatives were further revised for the following reasons:

- 1) The plans did not reach the program's desired size;
- 2) The department store layout and arrangements were inadequate, providing stores of insufficient size and street frontage;
- 3) The plans were too disjointed or not satisfactorily integrated among the program parts (i.e., hotel, office, retail, parking);
- 4) The hotel and the retail mall plans provided insufficient or dysfunctional access for vehicles;
- 5) The site entrances and access points conflicted with the Turnpike ramp exits;
- 6) The parking was inadequate and inefficient;
- 7) A number of the plans contained an office building whose configuration was too narrow and, in UIDC's opinion, difficult to market;
- 8) Insufficient clearance was provided over the Turnpike ramps or pedestrian walkways;
- 9) There were conflicts between plans for retail and hotel truck service, and;
- 10) There was an over-emphasis on outdoor pedestrian circulation, inconsistent with contemporary design standards required by major retailers.

After reviewing these issues with their consultants, UIDC drafted three additional design concepts in June 1977. These are indicated in the next section (Program Comparisons) in Figures 3.1-8, 3.1-9 and 3.1-10. These additional alternatives were suggested in order to present a workable "concept plan" to the public. In these alternatives the department stores assume a much larger, more regular configuration in a deliberate avoidance of the major site obstacles.

For public meetings held during the summer of 1977, a scale model was prepared to illustrate major conclusions of the preliminary alternative analysis. As a result of Citizens' Review Committee workshops, a further alternative was developed (shown in the next section, Program Comparisons, Figures 3.1-11 through 3.1-14). This represented the amalgamated thinking of UIDC and its consultants with consideration to the preliminary CRC guidelines. This plan included an 800-room hotel, two department stores, a 30-story tower containing 600,000 square feet of office space, and 1,050 parking spaces. The project at this stage totalled 2,277,000 square feet. In this plan, Parcel "C" was vacant.

This "CRC Alternative" of September 1977 was rejected by both UIDC and the State because the extraordinary development costs appeared to make the project infeasible and because the plan did not conform adequately to the CRC Guidelines.

During the fall of 1977, additional alternatives were examined by UIDC to bring the plan into conformance with the Guidelines, resulting in three modifications to the September 1977 plan. These were as follows:

- a) Housing. UIDC agreed to include as part of the project at least 100 units of mixed-income housing to be built on Harcourt Street adjacent to existing residential areas.
- b) Parcel "C". UIDC agreed to develop plans to cover the entire site, including the so-called "Parcel C" on Dartmouth Street; and
- c) Access. UIDC agreed to examine alternative vehicular access plans using Huntington Avenue at Exeter Street and to provide more attractive pedestrian walkways into and around the project.

By June 1978, UIDC and its architects had prepared a revised preliminary design which they believed to be financially feasible and in conformance with CRC development guidelines. The June 1978 design consisted of several major elements including a

major hotel with 800 rooms, two major department stores, a retail shopping mall, an office building, 100 units of housing, and parking garages.

For its presentations to the CRC, during the summer of 1978, UIDC "froze" the design process so that the development concept, as it had evolved to that date, could be drawn and illustrated.

Using this design as the basis for assessing potential problems, environmental impact assessment studies were initiated in the summer of 1978. During the compilation of the Draft Environmental Impact Report (EIR) prepared for the State environmental review process, several changes in project design were contemplated. By the time the Draft EIR was submitted to the State, in October 1978, the design preferred by UIDC had been expanded to include a third major department store. The Draft EIR assessed the impacts of the 3-store design as the preferred project design, while the June 1978, 2-store design was discussed as the basic design alternative. A "no-build" decision and a 10% reduction in the scale of the "basic program" were also discussed as alternatives.

In September 1978, UIDC submitted a draft 121A proposal to the City and State which outlined projected financing requirements and quantified the amount of public funding required to justify the economics of the project. This amount was estimated at the time to be approximately \$9.5 million based on the preliminary design concept. The necessity of applying public funds to cover premium site costs had been acknowledged from the outset of discussions with the State and were confirmed as pre-development activities progressed.

Since the submission of the Draft EIR, in December 1978, changes in demand for space forced the developer to re-examine the feasibility of the design. The market for development of large retail stores softened and earlier interest expressed by major department store tenants decreased, while demand for other types of development in Boston increased. Consequently, during the spring of 1979, the developer modified the original program, reducing the retail space and increasing the hotel and office components of the project.

The Citizens' Review Committee resumed its assessment of the plans and development program in light of those changes. All design aspects of Copley Place were subject to CRC review during the course of 14 meetings held between February and November 1979. The meetings served to assess any impacts caused by a change in program, and to re-examine any existing CRC issues that the community felt had not been adequately addressed during the 1978 sessions.

It was determined that traffic circulation, housing impacts and retail impacts needed additional study. Revised housing and retail impacts studies were undertaken, which included a review of the methodologies and assumptions used in the original studies commissioned by the BRA. To address those concerns, the following occurred:

- Three additional sessions were held on transportation planning issues. The geographical area of study was enlarged and several traffic assumptions were modified as a result of the CRC meetings.
- The updated retail impact study was reviewed by the CRC on November 8th. The study examined the differences in retail activity in the surrounding area caused by the shift to a new plan and addressed additional community concerns raised by the CRC.
- An updated Housing Impact Study also was carried out and was reviewed on November 15. The scope was broadened to include not just the direct impact of Copley Place on housing demand, but also the indirect impact Copley Place might have on the neighborhood communities.

Discussions at both the November 8 and 15 CRC meetings also involved the application for an Urban Development Action Grant (UDAG), public funding for which the City of Boston was applying to the U.S. Department of Housing and Urban Development. It had been determined that the exceptionally high costs of developing this unusual site made it impossible to develop without UDAG or other public funding. This public funding request through UDAG was initiated

because UIDC requests for "subsidy" through State investment, City tax relief and/or Turnpike land cost relief had produced no results. As early as the summer of 1978, UIDC had identified and quantified the project's need for public assistance.

Public input was sought by the City of Boston with regard to the UDAG hearing process and to outline a schedule of other public approvals. With the aid of the CRC, a format was designed for the first public UDAG hearing. Both the City of Boston and UIDC prepared pertinent background information which was mailed to CRC members and other organizations prior to the November 19 hearing. Additionally, UIDC continued to provide presentations for all interested parties for the purpose of maintaining an "open door" to information on the project.

It was hoped a UDAG Application could be submitted by HUD's January 30, 1980 funding round deadline. However, the level of design development had not reached a stage where financing commitments could be secured, which would have provided information necessary for the Application to be considered complete. The BRA and the developer determined it was possible to file the Application by April 30, the next quarterly deadline.

While design development continued, other events took place which influenced the Project. When the program for Copley Place changed in the spring of 1979, the Massachusetts Turnpike Authority amended its Lease Agreement with UIDC to reflect the changes that occurred in project composition. The Air Rights Lease of December 22, 1978 was, therefore, amended with revised financial terms defining new rent payments and schedule. The amended Lease became effective on January 31, 1980 when signed by Governor Edward King, UIDC Chairman Thomas Klutznick and Massachusetts Turnpike Authority Chairman John Driscoll.

No other significant changes were made relating to the uses to be developed on the site, although UIDC acknowledged that some alteration in size may be warranted once economic feasibility and

tenant negotiations were completed. The involvement of the Citizens' Review Committee remained as defined in the original Lease, and the conclusion date for the CRC was updated to the earlier of the end of May, 1980 or the start of construction.

Further study on housing, retail and traffic impacts requested by the CRC continued during the winter months and were included in the Draft EIR/EIS submitted to State and Federal agencies on February 8, 1980. Following the required public review period, the BRA conducted a public hearing on the Draft on March 20, 1980. Responses to questions on environmental concerns are to be included in the Final EIR/EIS, submitted to the Executive Office of Environmental Affairs, and available to the public in August.

On April 3rd, a public hearing by the Air Pollution Control Commission resulted in UIDC receiving an extension on its parking permit. Program development had not reached the point where an exact count could be made on spaces required within the Project. The earlier permit had allowed for 860 commercial spaces, and figures in the EIR/EIS indicated the developer did not anticipate exceeding that number.

During the month of April, 1980, the attention of the City, the developer and the public was centered on UDAG-related activities. The completion of the Application required a concerted effort by the BRA and UDIC. Concentrated discussions and negotiations between the BRA and UIDC, and involvement by the public at a series of City Council hearings revolved around two major areas of the Application:

- 1) The financial terms of the UDAG application: the total amount, the ratio of loan to grant, the method of repayment of the loan portion, and the basic terms of the business agreement; and
- 2) The affirmative action guidelines to be followed during construction both for jobs and for minority business participation, and for permanent employment opportunities.

A third topic, the development of housing on the site adjacent to Copley Place, so called the Tent City site, became an issue although it was not technically a part of the Copley Place UDAG.

A CRC meeting was held on April 14 to review all sections of the Application but those areas still under discussion. The document was in draft form when the City Council Committee on Planning and Development took testimony from the public on April 15. Presentations by the BRA, functioning as the UDAG applicant, and by UIDC were made to City Council, and further testimony was taken during sessions of the Committee on April 28 and 29. The Application was reported out of committee with several amendments. On April 30, the Final UDAG Application was submitted to the full City Council.

The outcome of the two areas of the Application which had undergone protracted debate was significant. The financial terms agreed upon in the Application for \$19.7 million in UDAG funds called for \$3.8 million to be a grant to the project, \$15 million to be loaned to the project and the remainder to go to the BRA for administrative costs. The total amount of the UDAG is sizable. However, when seen in the context of the ratio of public to private dollars invested in the \$320 million project it takes on a different cast. HUD generally expects there to be a 6 or 7:1 ratio, private to public dollars. The ratio for Copley Place is 15:1, a significant investment on behalf of this developer.

Highly beneficial to the citizenry was the formation by the City of a Neighborhood Improvement Fund which is to be created by repayment of the \$15 million loan, amounting to approximately \$42 million over the 27-year life of the loan. UIDC had long been a proponent of a viable development on the south side of Copley Place and considered the Neighborhood Improvement Fund an appropriate vehicle to recycle federal UDAG monies.

The precedent-setting affirmative action goals for permanent employment of minorities, women and Boston residents are those

already agreed upon between UIDC and the MTA in their Lease of 1978. A goal for hiring Boston residents during construction was adopted in accordance with Mayor White's Executive Order of September 11, 1979. It was further agreed that training programs and a Liaison Committee for monitoring affirmative action, which was already incorporated in the 1978 Lease, would also apply to the UDAG Application. (See Appendix E on Affirmative Action)

With a number of amendments attached to the document by the City Council, the application received a unanimous vote of approval.* It was signed by the Council and Mayor White and submitted to HUD on April 30 with the understanding that information pertaining to project financing would be forthcoming by the close of HUD's next funding round approval date, June 30.

With the Application submitted, UIDC was able to resume working on elements of development from which full attention had been diverted during the prolonged UDAG preparation. Efforts were focused on design development, final environmental impact studies, the resolution of architectural and engineering work, coordination of the permitting and approval process, partnership agreements and legal and financial matters. Bringing project feasibility confirmation to a level that would enable presentations to be made to permanent lenders and, thereby, provide the information then outstanding in the UDAG Application, was impossible to complete by the June 30, 1980 deadline.

UIDC notified the BRA of its inability to supply that information by the June 30 deadline, at which time HUD was to have reviewed the merits of the Application. The BRA requested that HUD consider a UDAG for Copley Place in the following quarter ending September 30. (See Appendix D.)

*The amendments are enumerated in the UDAG Application which is available to the public. They pertain basically to financial matters, to the use of the loan repayment to the City by UIDC, to the creation of a Neighborhood Improvement Fund to be supervised by City Council, and to the desirability of housing being developed on the Tent City site by a designee of the BRA.

Other activities of public interest occurred in June. The pedestrian wind impact study required as part of the Final EIR/EIS was completed and available for a 20-day public review. Responses to the Draft EIR/EIS were readied for inclusion, too, in the Final EIR/EIS.

Additionally, the BRA began preparation of a response to an Administrative Complaint filed June 5th with HUD in opposition to the Copley Place UDAG. Greater Boston Legal Services represented several community groups who felt Boston was not eligible for UDAG funds, that Copley Place did not require UDAG funds, and expressed their concerns that negative impacts would result from Copley Place. This document is available for public review as will be the BRA response when it is filed in late July with HUD.

Having arrived at a stage in pre-development where project design can be finalized, three separate design reviews required for final approval of Copley Place's design are scheduled between July and September. The development program contains the same mix of uses, the same elements and same layout as that defined in the UDAG, the Draft EIR/EIS and in the massing model. However, as detailed design has emerged, the total program has increased in size by approximately 7% from 3,211,900 to 3,434,060 sq. ft.

Conducting one review is the Boston Redevelopment Authority, representing the City. The Massachusetts Historical Commission holds a 106 Review. The CRC Design Review Subcommittee (DRSC) reviews architectural design and makes its recommendation to the Massachusetts Turnpike Authority, according to stipulations agreed upon in the Lease between the MTA and UIDC.

While the formal activities of the CRC concluded in May, the Subcommittee sessions are open to the public to attend and observe. Members of the DRSC were selected by the general CRC membership and are representative of the special interests within the CRC. They will set an agenda for review this summer and will offer their recommendations in September to the MTA which grants final design approval on behalf of the Commonwealth of Massachusetts.

Occurring simultaneously with the design review process will be the preparatory work for seeking various permits and approvals relating to site preparation, building components, legal documentation, utility relocation and technical and engineering issues. It is anticipated that the Final EIS will be submitted to the Executive Office of Environmental Affairs by August 7, which will coincide with HUD's review of the UDAG Application. And, by September 1, financial commitments will be secured, following completion of all business agreements and a decision on property tax payments to the City of Boston.

Breaking ground on October 1 will enable site preparation to begin before the winter months. By spring of 1981 all construction activity will be underway on the 3½ years of construction anticipated to complete Copley Place.

(Note: Documents referred to in this section are available to the public. See Appendix C for a listing.)

PROGRAM COMPARISONS

The following charts and graphics depict the chronology of Copley Place programs and design concepts presented to the public. They included:

- Matrix comparing programs from 9/22/77 to the present, 7/2/80
- Concept Studies, May, 1977 (7)
- Concept Studies, June, 1977 (3)
- Concept Studies, July, 1977 (4)
- Development Program as of September 22, 1977
- Development Program as of July 20, 1978
- Development Program as of June, 1978
- Development Program as of December, 1978
- Development Program as of May 24, 1979
- Development Program as of February 15, 1980
- Development Program as of July 2, 1980

MATRIX OF PROGRAM COMPARISONS

Land Use	PROGRAM AS OF 9/22/77 ¹ (2 Dept. Stores)	PROGRAM AS OF 7/20/78 ¹ (2 Dept. Stores)	PROGRAM AS OF 6/78 ² (2 Dept. Stores)	PROGRAM AS OF 12/78 ² (3 Dept. Stores)
<u>HOTEL</u> (Note A)				
- Guest Rooms	395,000 S.F. (800 rooms)	502,000 S.F. (850 rooms)	(868 rooms)	(868 rooms)
- Public Space and support space	<u>317,000 S.F.</u>	<u>268,000 S.F.</u>		
TOTAL HOTEL	712,000 S.F.	770,000 S.F.		
<u>RETAIL</u>				
- Department Stores	225,000 S.F.	260,000 S.F.	320,000 S.F.	450,000 S.F.
- Mall Shops & Restaurants	225,000 S.F.	295,000 S.F.	340,000 S.F.	340,000 S.F.
- Theaters & Entertainment	---	33,000 S.F.	12,600 S.F.	12,600 S.F.
- Public, Service Space and Malls	<u>140,000 S.F.</u>	<u>153,000 S.F.</u>		
TOTAL RETAIL	590,000 S.F.	741,000 S.F.	672,600 S.F.	802,600 S.F.
<u>OFFICE</u> (Note B)	600,000 S.F.	600,000 S.F.	612,000 S.F.	612,000 S.F.
<u>PARKING</u>	375,000 S.F. (1000 spaces)	450,000 S.F. (1200 spaces to 1400 spaces)	(1400 spaces)	(1750 spaces)
<u>HOUSING</u>	---	---	(100-150 units of housing)	(100-150 units of housing)
PROJECT TOTAL	<u>2,277,000 S.F.</u> (Note C)	<u>2,566,000 S.F.</u> (Note C)	<u>3,244,800 S.F.</u> (Note D)	<u>3,564,000 S.F.</u> (Note D)

1 - From CRC Summary of Workshops - Mass. Pike Site, 8/11/78, and Copley Place Draft EIR/EIS, 2/15/80

2 - From Copley Place Draft EIR/EIS, 2/15/80

MATRIX OF PROGRAM COMPARISONS

<u>Land Use</u>	<u>Program As Of 5/24/79³</u> (2 Hotels)	<u>Program As Of 2/15/80³</u> (2 Hotels)	<u>Program As Of 7/2/80⁴</u> (2 Hotels)
<u>HOTEL #1</u>			
- Guest rooms, hotel facilities and public space	677,000 S.F. (712 rooms)	677,000 S.F. (712 rooms)	747,260 S.F. (781 rooms)
- Parking	<u>107,140</u> (333 spaces)	<u>107,140</u> (333 spaces)	<u>100,540</u> (275 spaces)
TOTAL HOTEL #1:	784,140	784,140	847,800
<u>HOTEL #2</u>			
- Guest rooms, hotel facilities and public space	688,670 (960 rooms)	688,670 (960 rooms)	804,310 (1008 rooms)
TOTAL HOTEL #2:	688,670	688,670	804,310
<u>RETAIL</u>			
- Specialty Department Store	112,630	112,630	96,090
- Mall Shops	196,670	196,670	250,420
- Theaters/Cinemas	15,000	15,000	24,000
- Community Retail	8,100	8,100	—
- Health Club	35,000	35,000	150,120
- Public areas, service	<u>149,600</u>	<u>149,600</u>	<u>520,630</u>
TOTAL RETAIL:	517,000	517,000	771,400
<u>OFFICE</u>	728,110	728,110	
<u>PARKING</u>			
- Central Area	409,980 (1203 spaces)	409,980 (1203 spaces)	224,270 (632 spaces)
- West parking structure	—	—	<u>180,650</u> (525 spaces)
TOTAL PARKING:	409,980	409,980	404,920
<u>HOUSING</u>			
	84,000 (100 units)	84,000 (100 units)	85,000 (100 units)
PROJECT TOTAL:	<u>3,211,900^D</u>	<u>3,211,900^D</u>	<u>3,434,060^D</u>

Note A (Hotel Programs)

Program increases are primarily a result of design development refinement including operational requirements. Program and design increases remain within the 390 foot height limitations established. Severe site design constraints established by revised ramp and street patterns have impacted the efficiency of both hotels, resulting in higher than average square footage per room.

/

Note B (Office Program)

Square footage increases between 1978 and 1979/80 represent significant design changes to accommodate the CRC guidelines. The 600,000 square foot program represents tower design (30+ stories) while the 720,000 square foot program represents horizontal (mid-rise), seven to eight story design incorporated into the retail gallery. The mid-rise design is more costly, less efficient and requires more program to justify economically and aesthetically.

Note C (Program Totals: 9/22/77; 7/20/78)

These figures represent net usable area and appeared in the CRC "Summary of Workshops" document. They were developed prior to confirmation of construction cost feasibility analysis; prior to hotel and retail program confirmation by users; before total site coverage was accommodated; prior to the development of Parcel C; ramp relocations, street realignments and service requirements added program additions to continue pedestrian connectors and meet TAC design requirements. Area requirements developed in 1979 and 1980 include full program impact from structural and mechanical/electrical design studies as well as refined market/program evaluations by UIDC and end users. 1980 hotel programs include full impact of support spaces (administration, storage, mechanical, electrical, kitchen, circulation) from detailed studies developed in schematic design.

Note D (Program Totals: 6/78; 12/78)

These figures represent gross building areas, although program summaries for 6/78 and 12/78 do not itemize public areas, support space and service requirements.

- Concept Studies, May 1977

Pages 19 through 25 depict Concept Studies for Copley Place in May, 1977. A presentation of these concepts appears in the Draft EIR/EIS, 2/15/80.

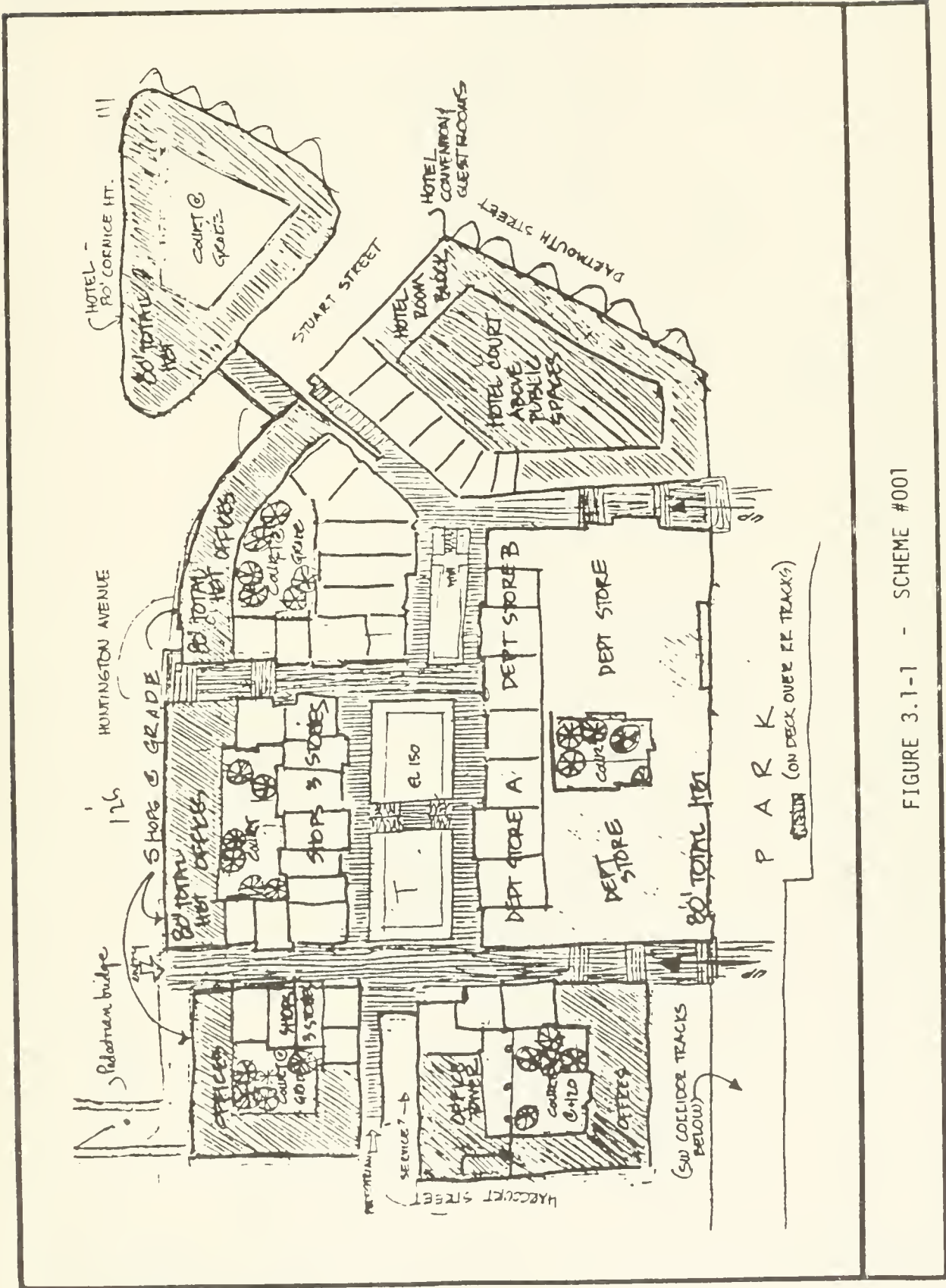


FIGURE 3.1-1 - SCHEME #001

Copley Place Concept Study, 5/77
 Source: Copley Place Draft EIR/EIS, 2/80

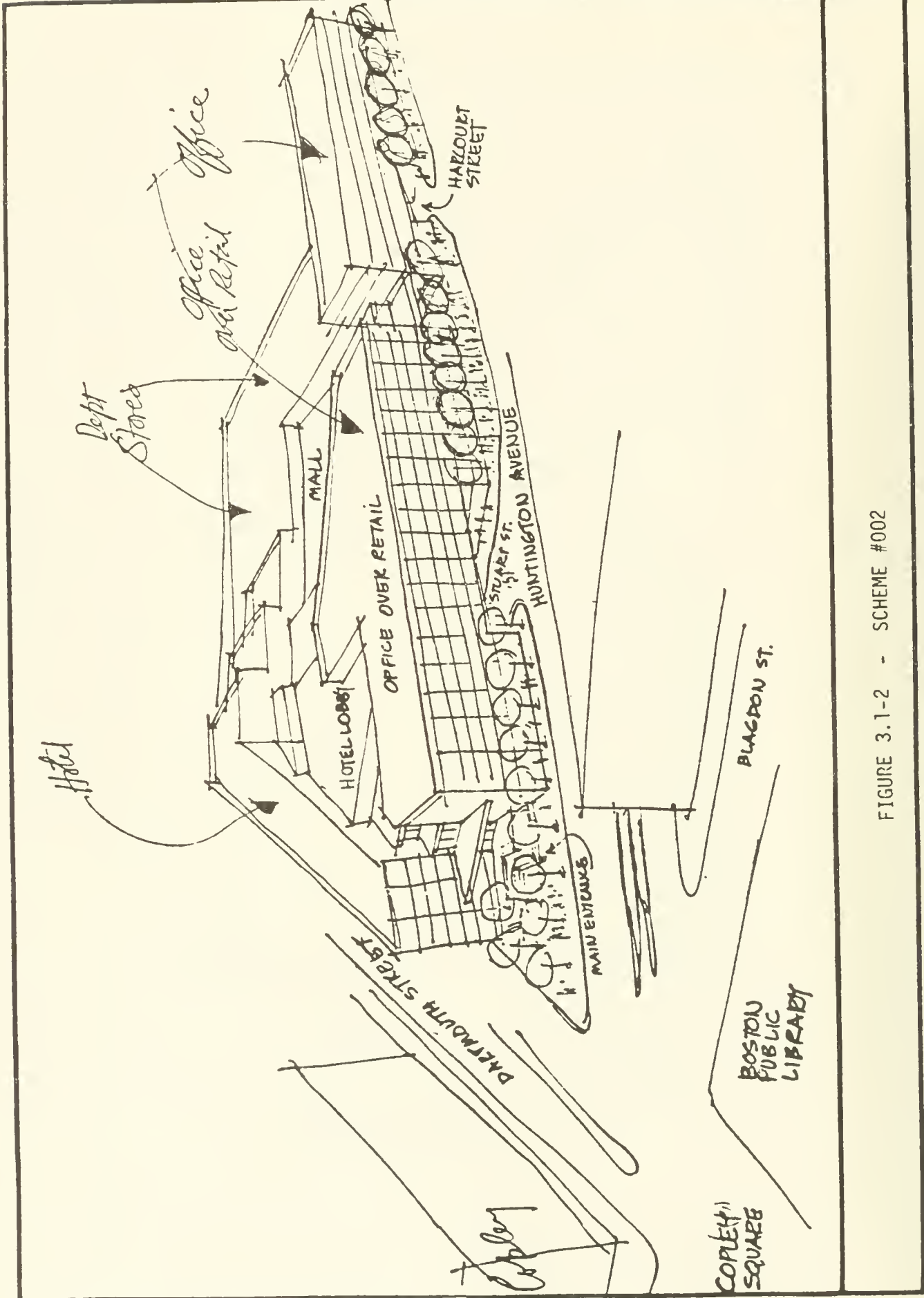


FIGURE 3.1-2 - SCHEME #002

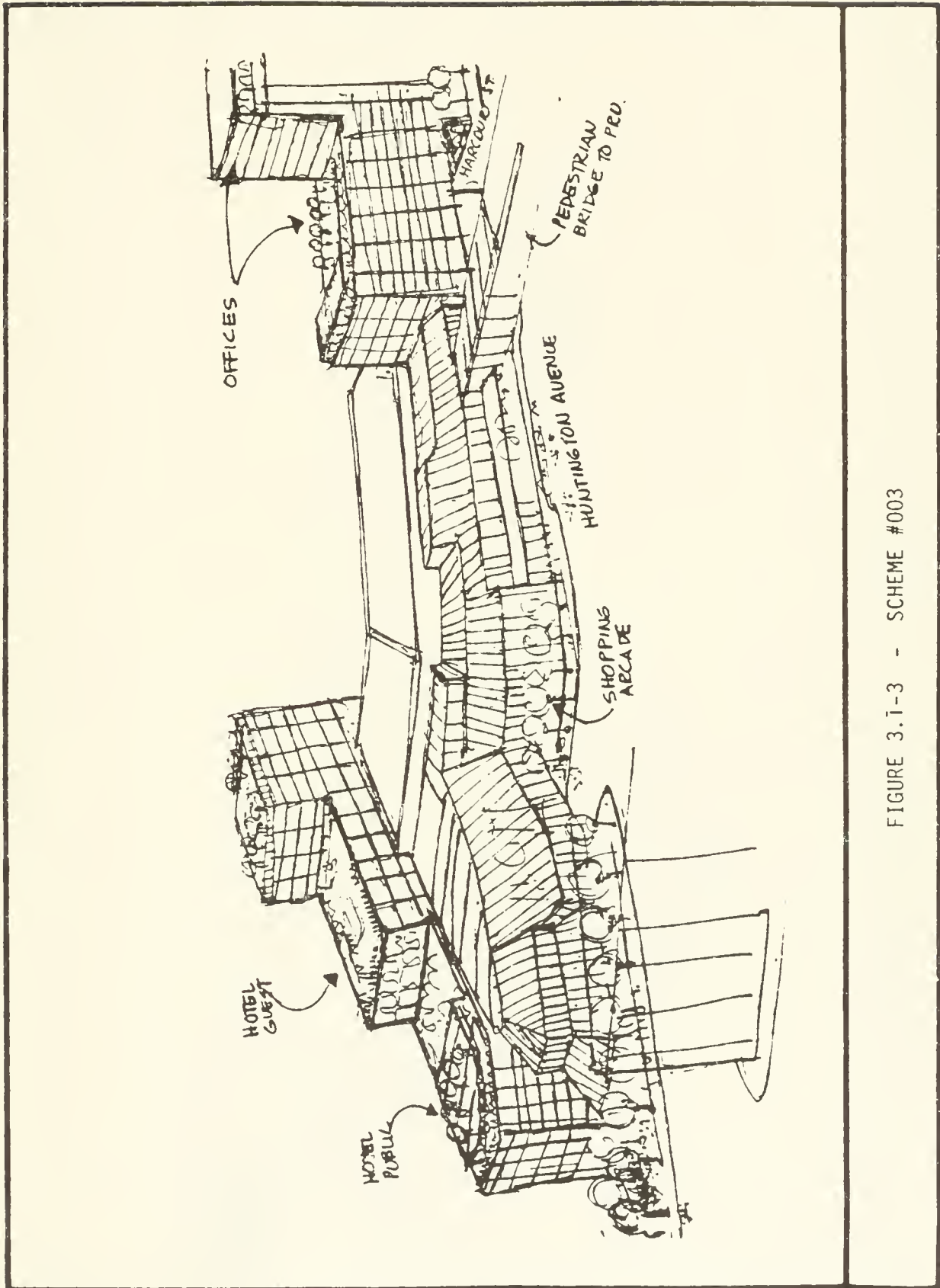


FIGURE 3.1-3 - SCHEME #003

Copley Place Concept Study, 5/77
Copley Place Draft EIR/EIS, 2/15/80

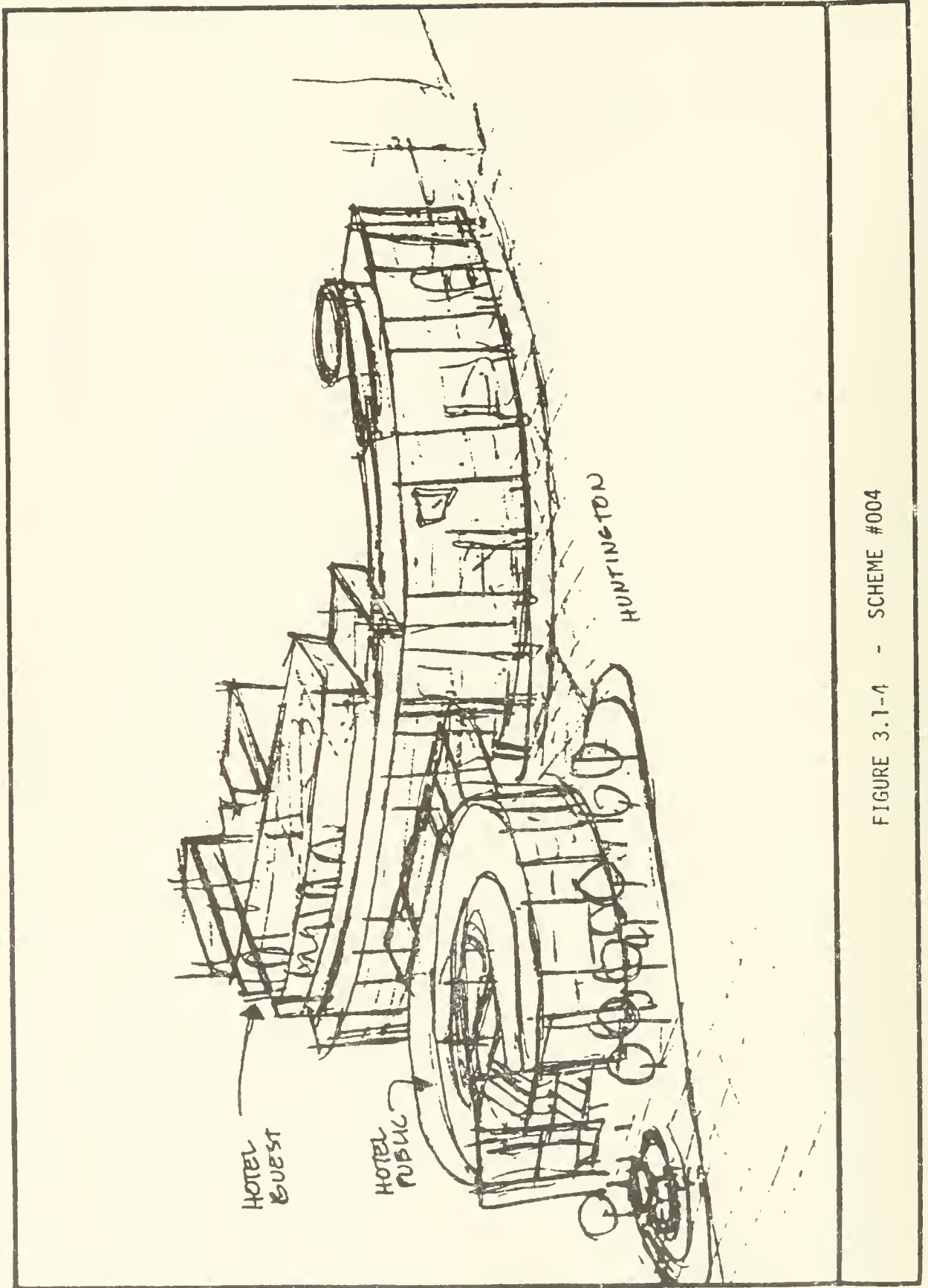


FIGURE 3.1-4 - SCHEME #004

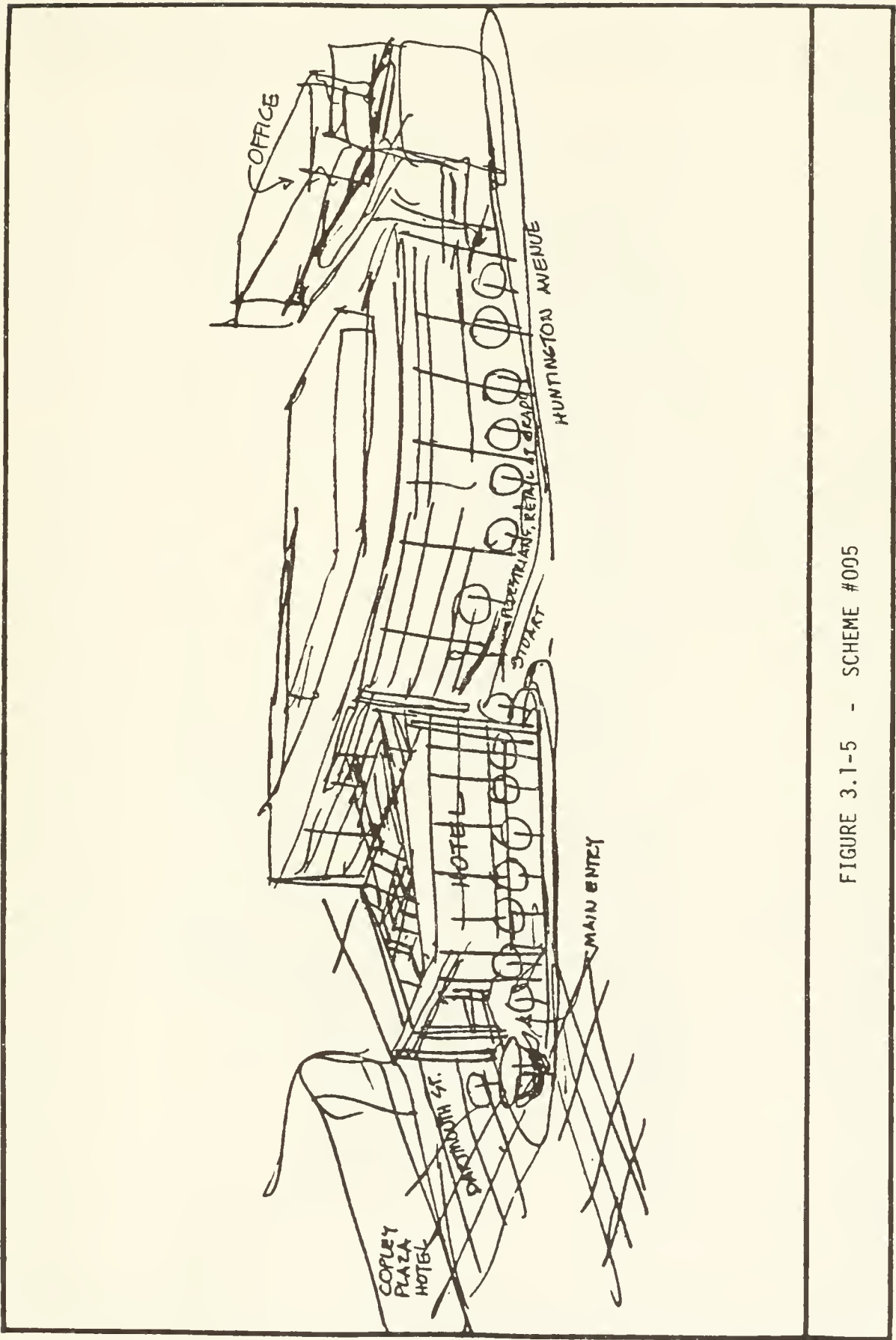


FIGURE 3.1-5 - SCHEME #005

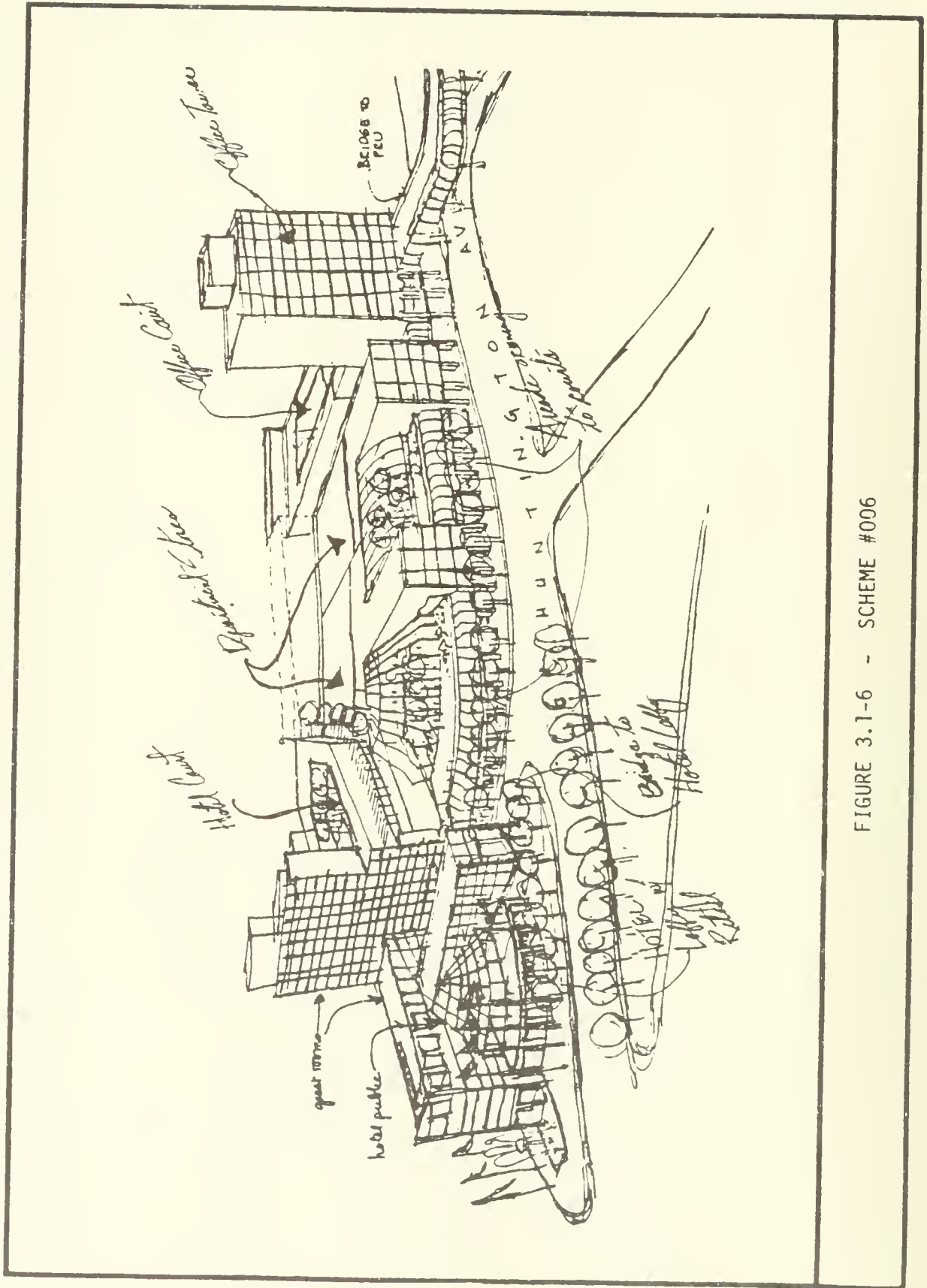


FIGURE 3.1-6 - SCHEME #006

Copley Place Concept Studies, 5/77
 Copley Place Draft EIR/EIS, 2/15/80

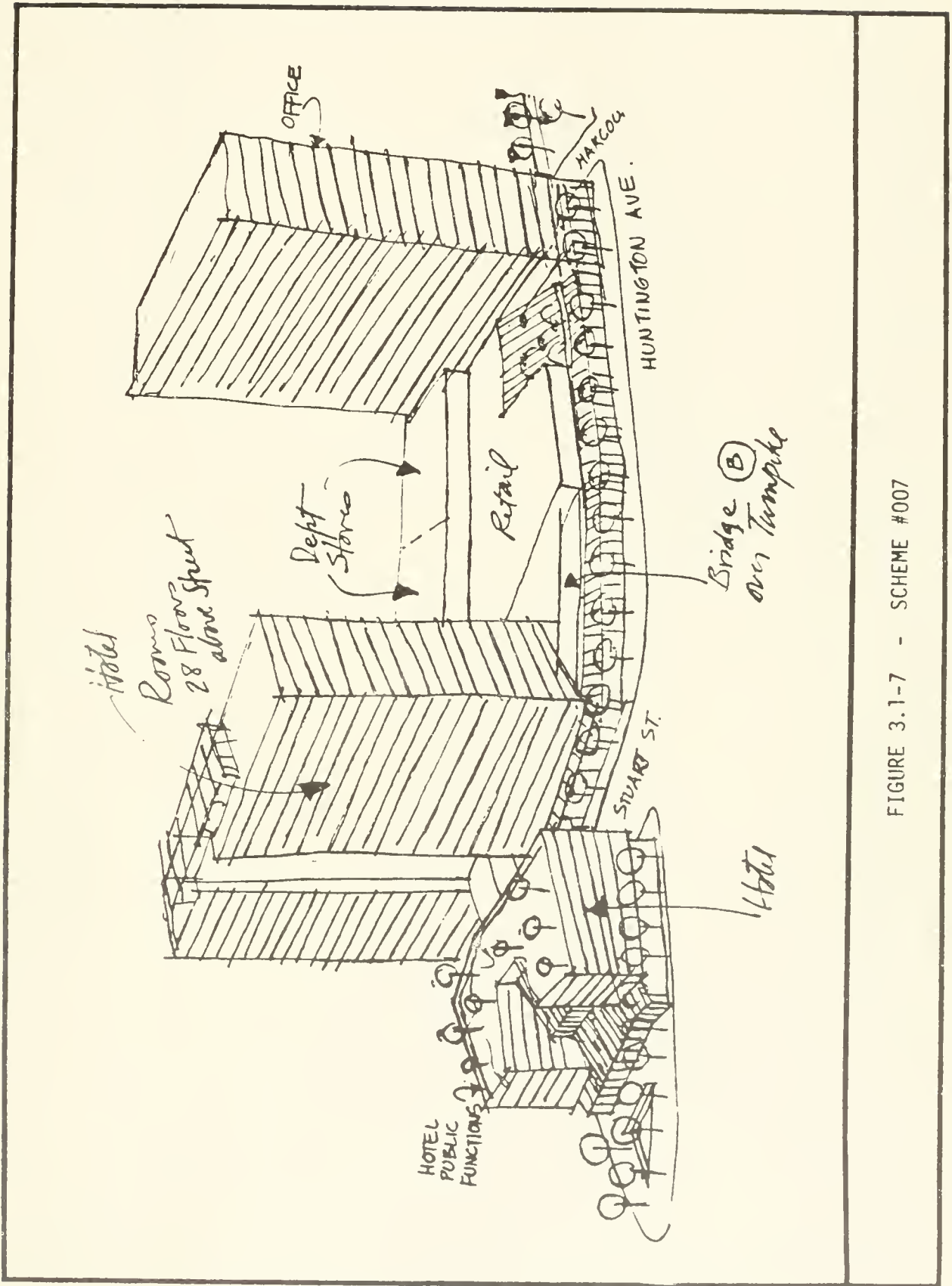


FIGURE 3.1-7 - SCHEME #007

- Concept Studies, June, 1977

Pages 27 through 29 depict Concept Studies for Copley Place in June, 1977. A presentation of these concepts appears in the Draft EIR/EIS, 2/15/80.

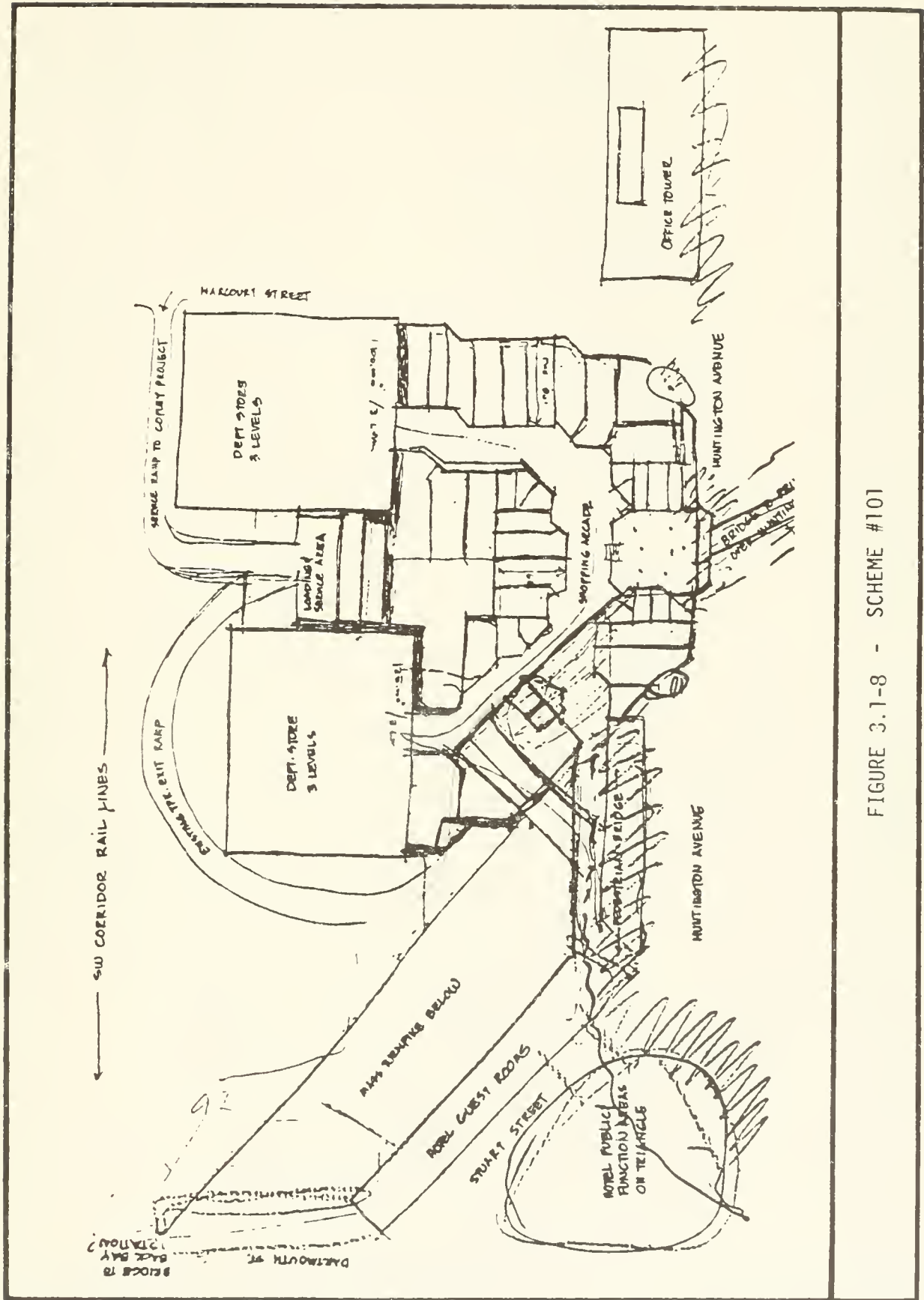


FIGURE 3.1-8 - SCHEME #101

Copley Place Concept Studies, 6/77
 Copley Place Draft EIR/EIS, 2/15/80

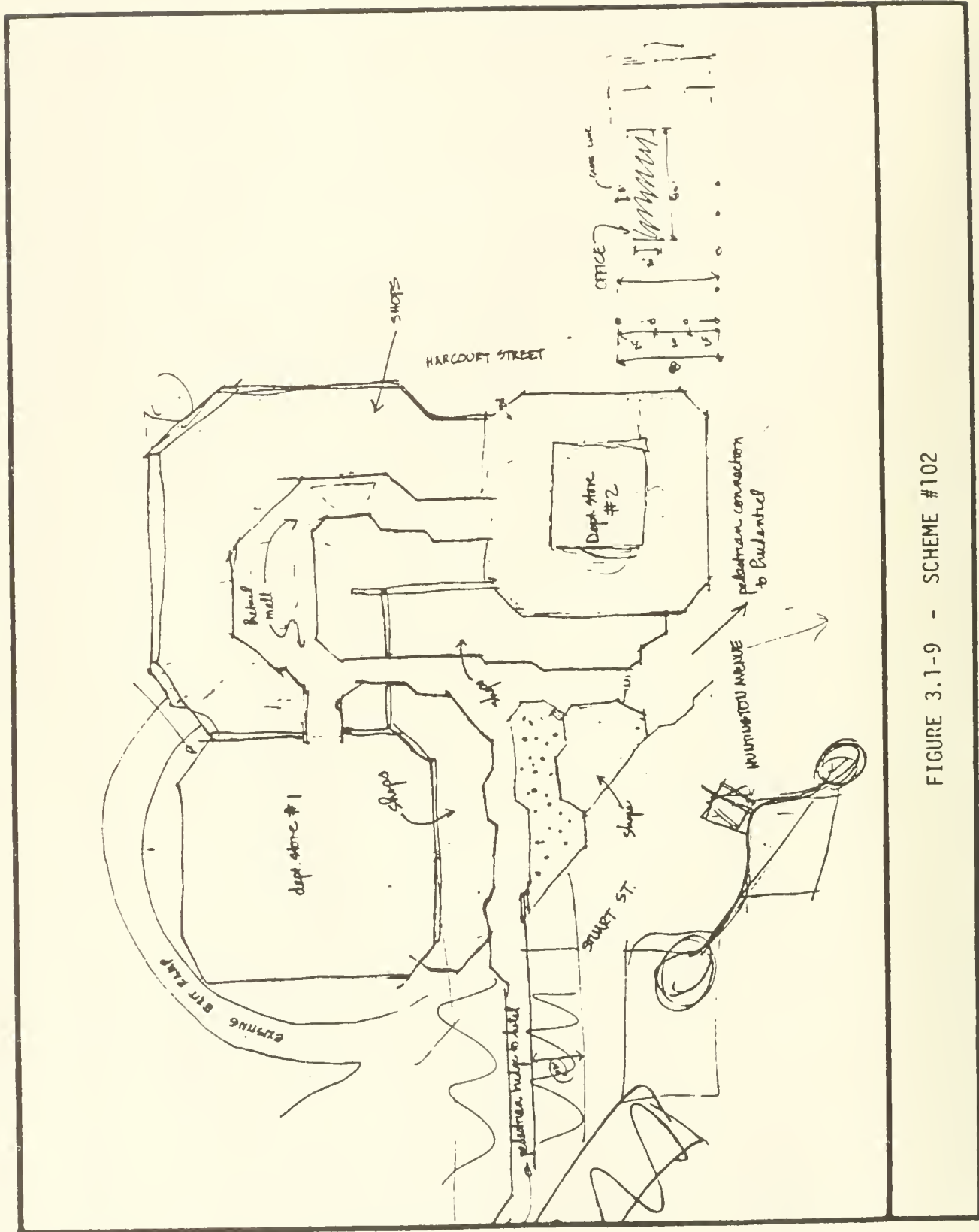


FIGURE 3.1-9 - SCHEME #102

Copley Place Concept Studies, 6/77
 Copley Place Draft EIR/EIS, 2/15/80

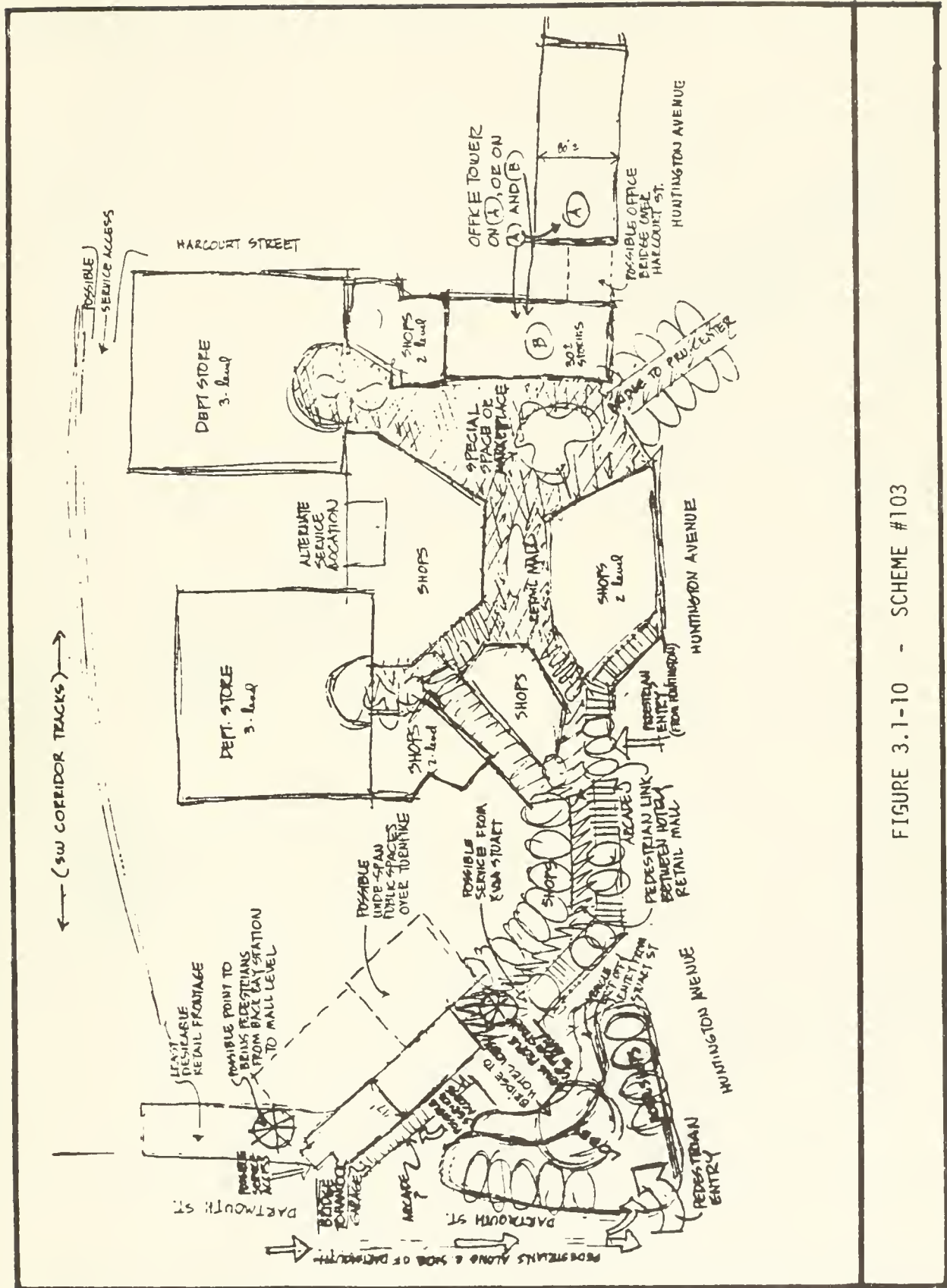


FIGURE 3.1-10 - SCHEME #103

Copley Place Concept Studies, 6/77
Copley Place Draft EIR/EIS, 2/15/80

- Concept Studies, July, 1977

Pages 31 through 34 depict Concept Studies for Copley Place in July, 1977. A presentation of these concepts appears in the Draft EIR/EIS, 2/15/80.

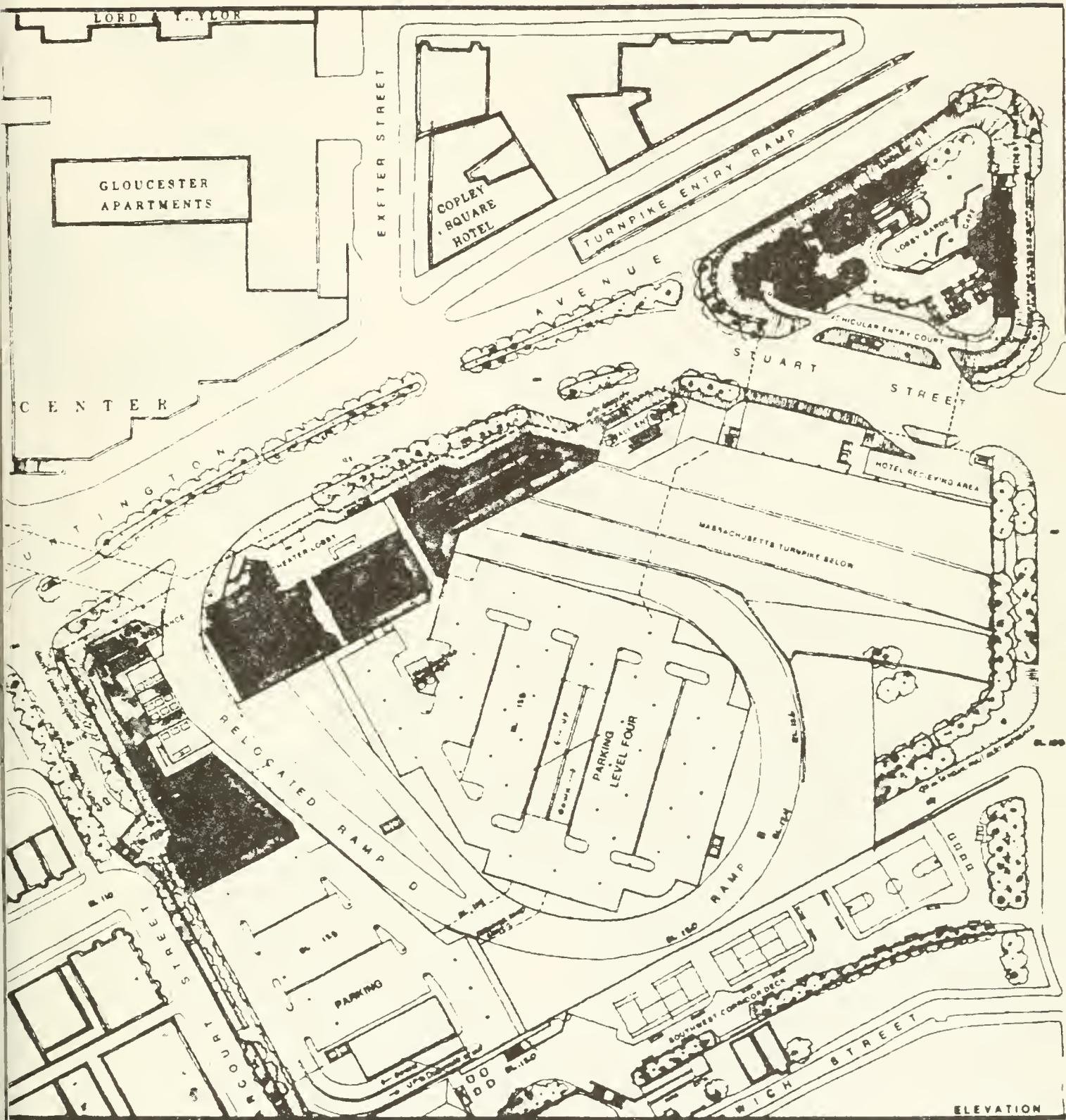


FIGURE 3.1-11 - EARLY CONCEPT SKETCH, ELEVATION 125

concept Study, 7/77
 Copley Place Draft EIR/EIS, 2/15/80

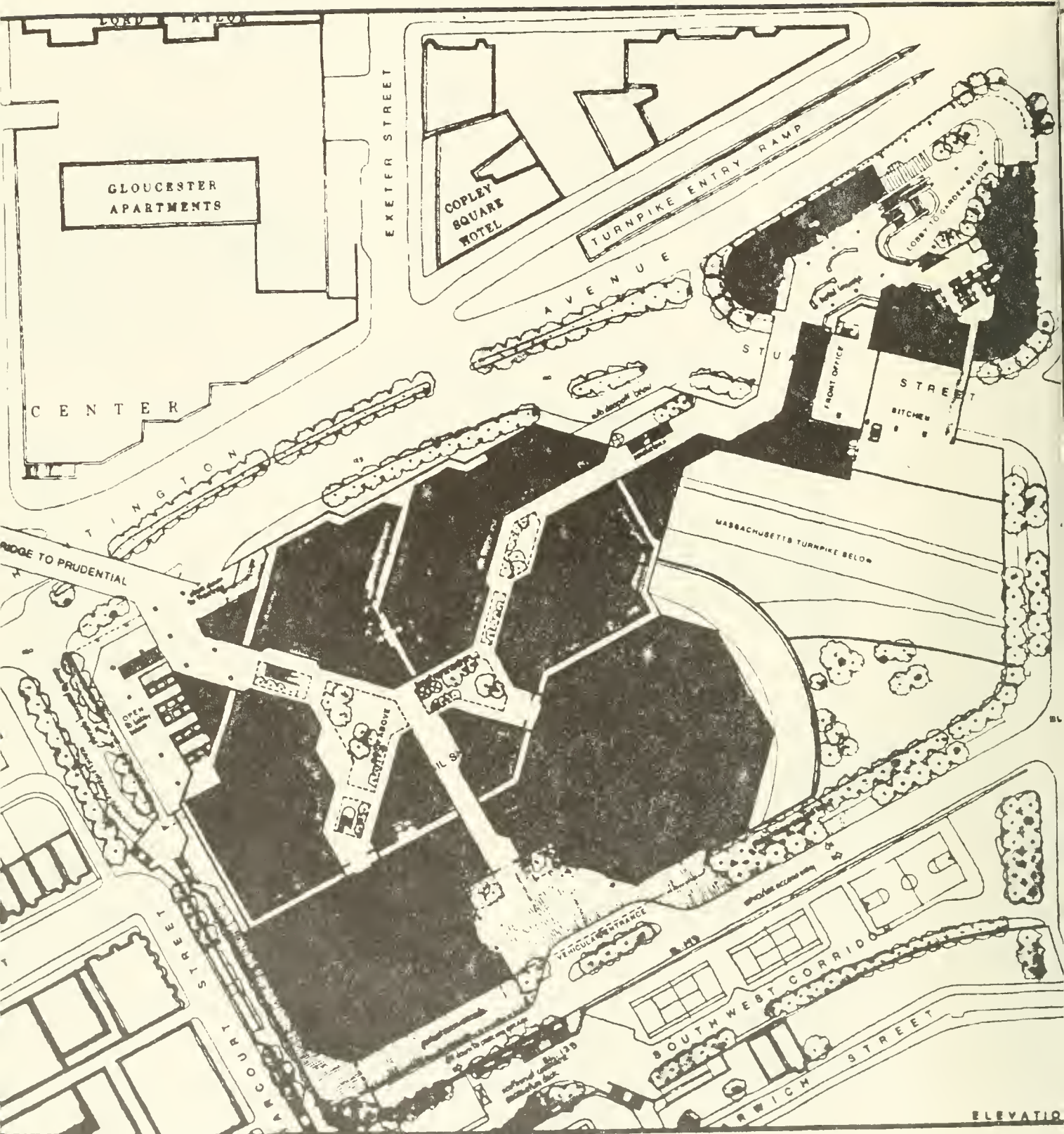


FIGURE 3.1-12 - EARLY CONCEPT SKETCH, ELEVATION 143

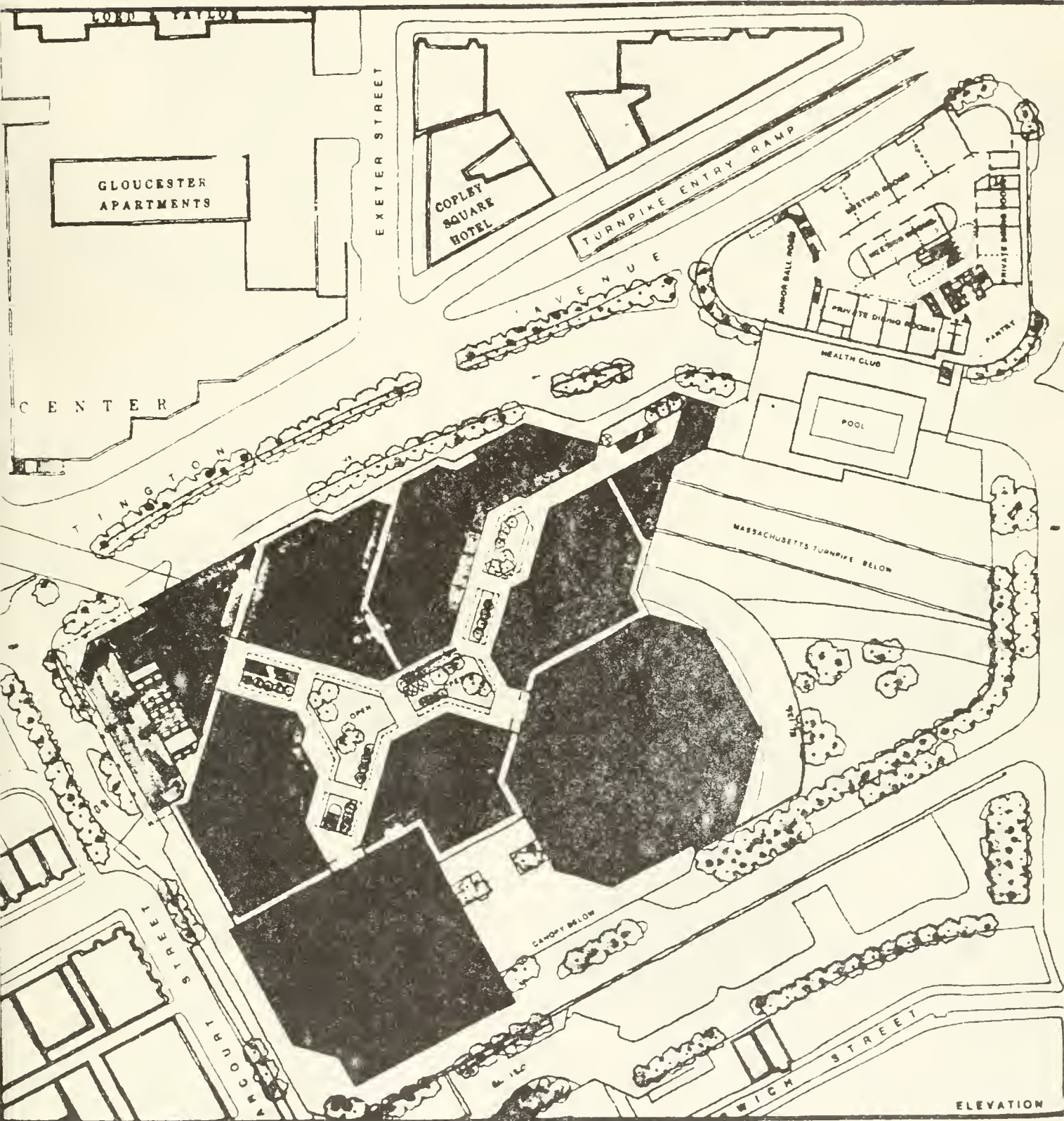


FIGURE 3.1-13 - EARLY CONCEPT SKETCH, ELEVATION 163

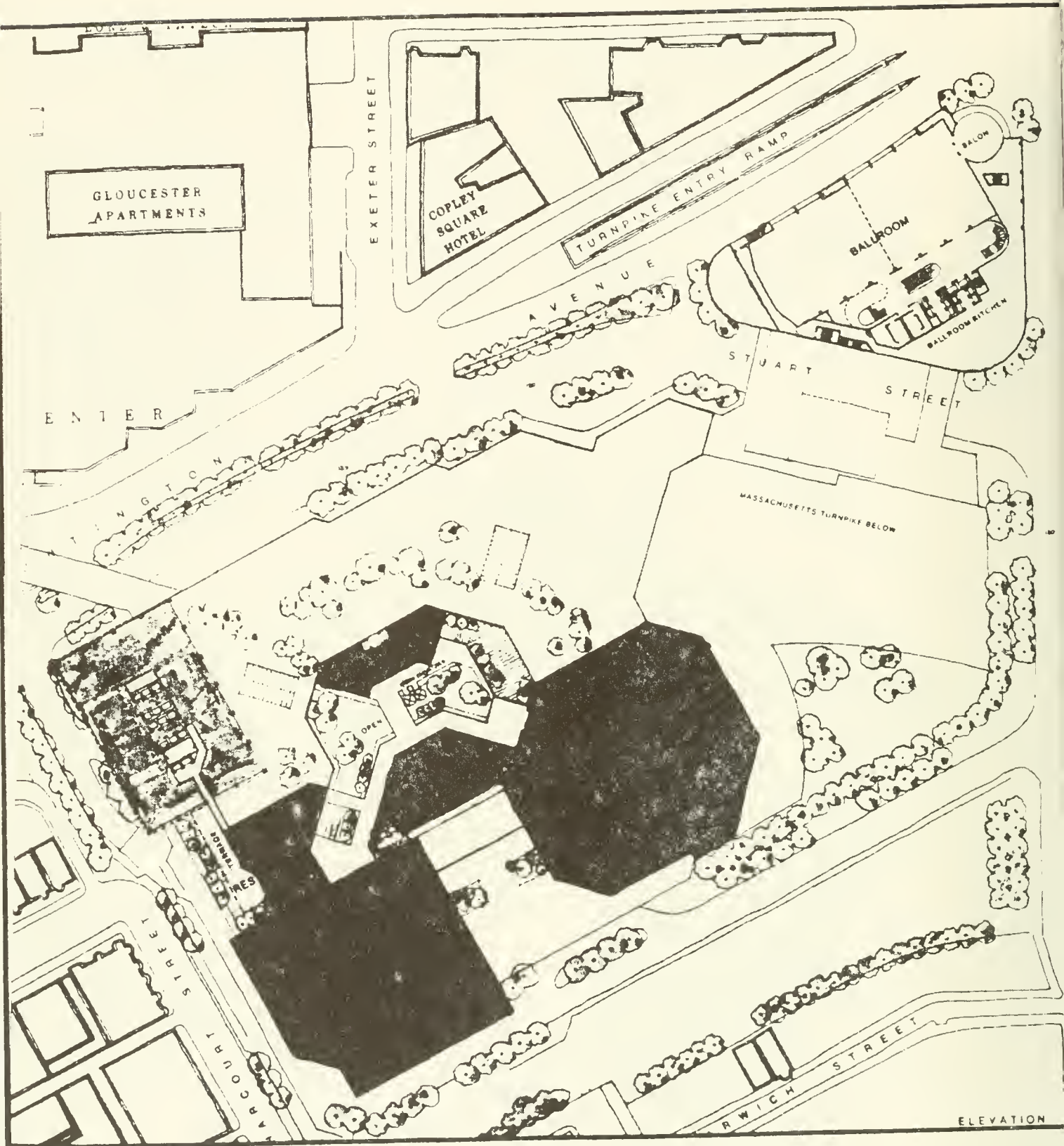


FIGURE 3.1-14 - EARLY CONCEPT SKETCH, ELEVATION 183

- Development Program, 9/22/77

Pages 36 through 38 depict the development program for Copley Place as of 9/22/77. A presentation of this development program appears in the Draft EIR/EIS, 2/15/80

PROGRAM AS OF 9/22/77¹

<u>Land Use</u>	<u>Square Footage</u>
<u>HOTEL</u>	
- Guest Rooms	800 Rooms, 395,000 S.F.
- Public Space and support space	<u>317,000 S.F.</u>
TOTAL HOTEL	712,000 S.F.
<u>RETAIL</u>	
- Department Stores	225,000 S.F.
- Mall Shops & Restaurants	225,000 S.F.
- Theaters & Entertainment	---
- Public, Service Space, and Malls	<u>140,000 S.F.</u>
TOTAL RETAIL	590,000 S.F.
<u>OFFICE</u>	600,000 S.F.
<u>PARKING</u>	1000 Spaces 375,000 S.F.
PROJECT TOTAL	<u><u>2,277,000 S.F.</u></u>

1 - From CRC Summary of Workshops - Mass. Pike Site, 8/11/78, and Copley Place Draft EIR/EIS, 2/15/80



Copley Place Development Program as of 9/22/77

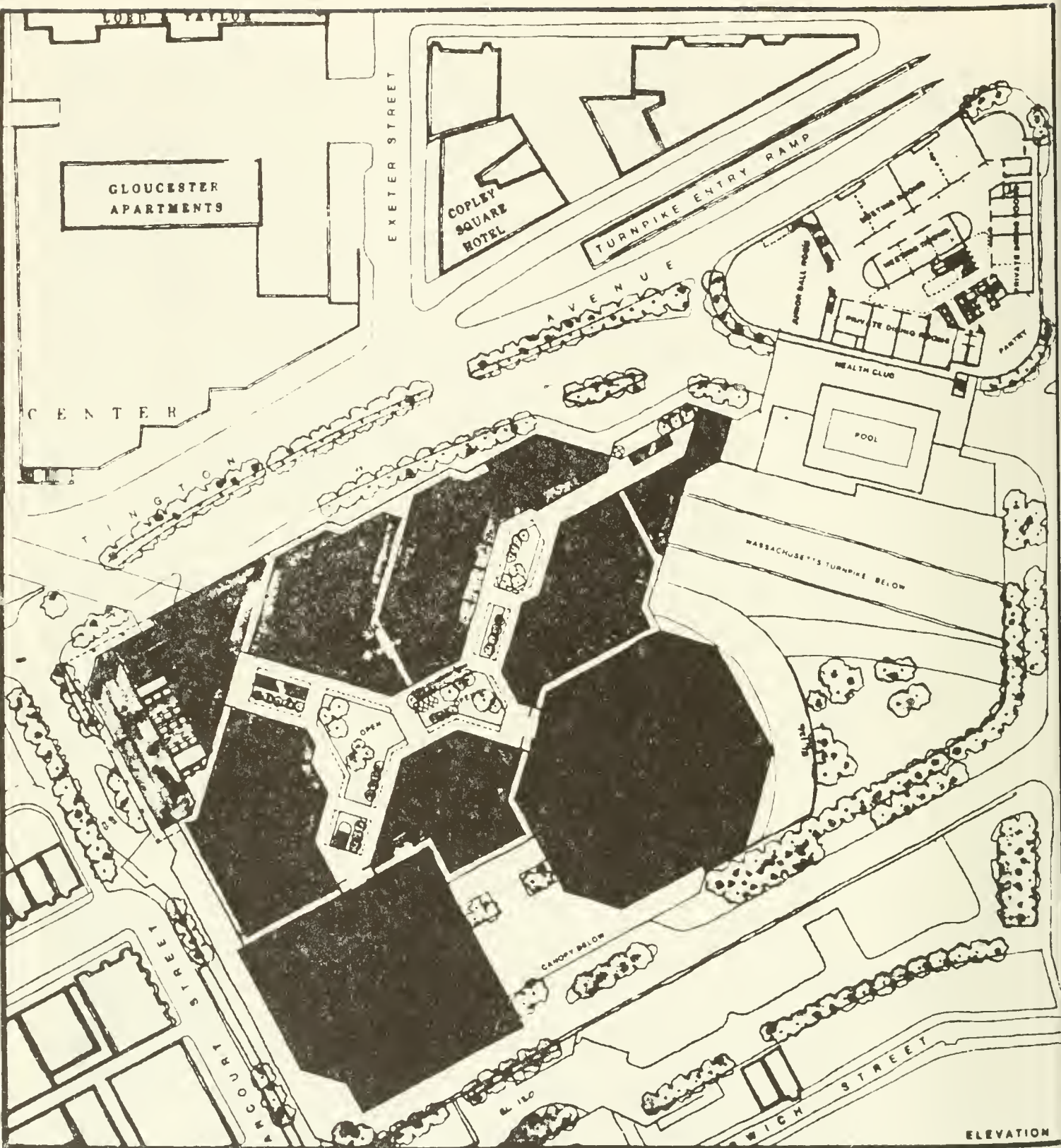


FIGURE 3.1-13 - EARLY CONCEPT SKETCH, ELEVATION 163

Copley Place Development Program as of 9/22/77
 Source: Copley Place Draft EIR/EIS, 2/15/80.

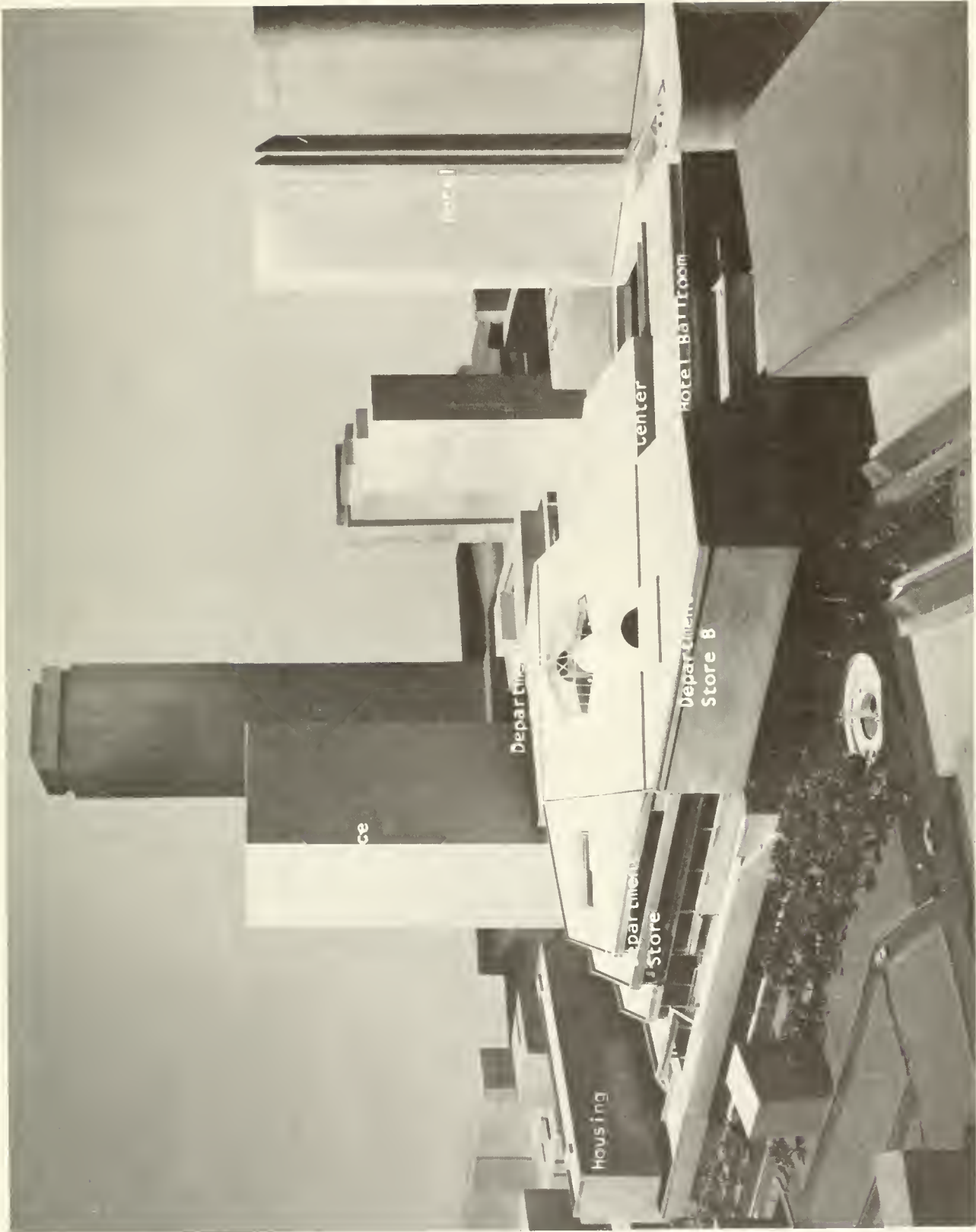
- Development Program, 7/20/78

Pages 40 through 42 depict the development program for Copley Place as of 7/20/78. A presentation of this development program appears in the CRC Summary of Workshops, Mass. Pike Site, 8/11/78.

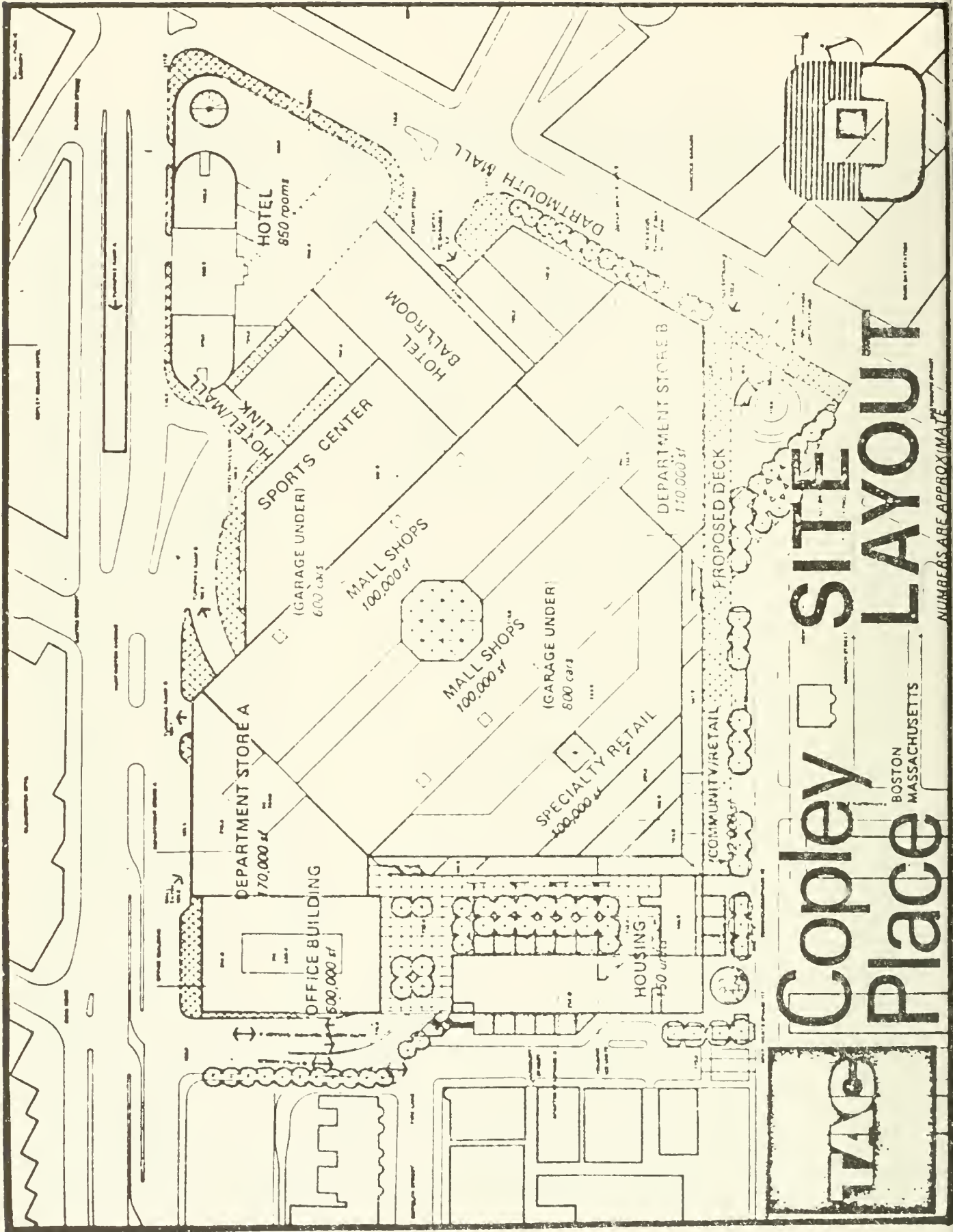
PROGRAM AS OF 7/20/78¹

<u>Land Use</u>	<u>Square Footage</u>
<u>HOTEL</u>	
- Guest Rooms	850 Rooms, 502,000 S.F.
- Public Space and support space	<u>268,000 S.F.</u>
TOTAL HOTEL	770,000 S.F.
 <u>RETAIL</u>	
- Department Stores	260,000 S.F.
- Mall Shops & Restaurants	295,000 S.F.
- Theaters & Entertainment	33,000 S.F.
- Public, Service Space, and Malls	<u>153,000 S.F.</u>
TOTAL RETAIL	741,000 S.F.
 <u>OFFICE</u>	 600,000 S.F.
 <u>PARKING</u>	 1200 Spaces 450,000 S.F. to 1400 Spaces 525,000 S.F.
 PROJECT TOTAL	 <u><u>2,566,000 S.F.</u></u>

1 - From CRC Summary of Workshops - Mass. Pike Site, 8/11/78



Copley Place Development Program as of 7/20/78



Copley Place Development Program as of 7/20/78
 Source: Copley Place Summary of Workshops, Mass. Pike Site, 7/20/78

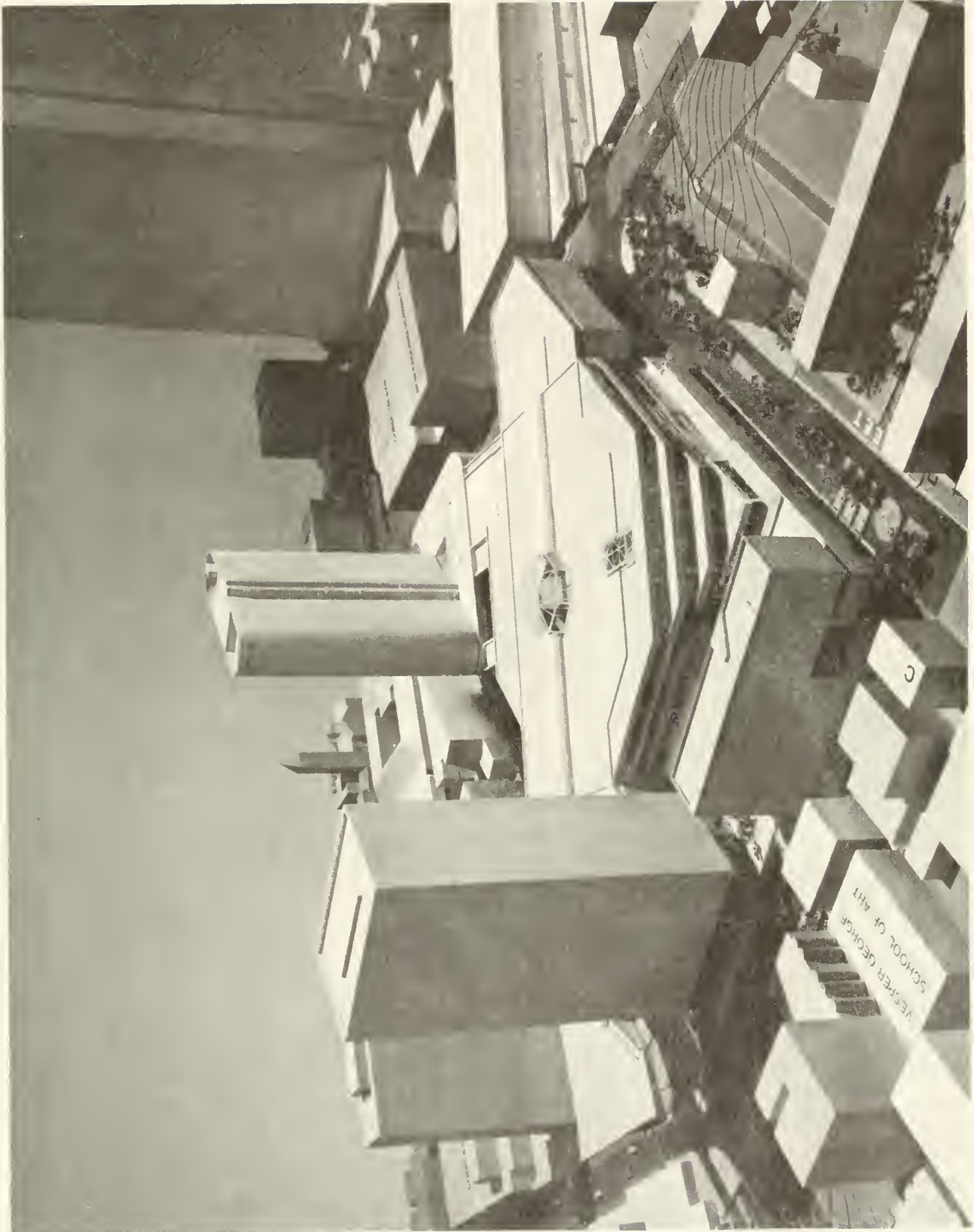
- Development Program, 6/78

Pages 44 through 46 depict the development program for Copley Place as of 6/78. A presentation of this development program appears in the Copley Place Draft EIR/EIS, 10/27/78, and the Copley Place Draft EIR/EIS, 2/15/80.

PROGRAM AS OF 6/78²

<u>Land Use</u>		<u>Square Footage</u>
<u>HOTEL</u>		
- Guest Rooms	(868 Rooms)	---
- Public Space and support space		---
	TOTAL HOTEL	---
<u>RETAIL</u>		
- Department Stores		320,000 S.F.
- Mall Shops Restaurants		340,000 S.F.
- Theaters & Entertainment		12,600 S.F.
- Public, Service Space, and Malls		---
	TOTAL RETAIL	672,600 S.F.
<u>OFFICE</u>		612,000 S.F.
<u>PARKING</u>	1400 Spaces	---
<u>HOUSING</u>	100-150 Units of Housing	---
	PROJECT TOTAL	<u>3,244,800 S.F.</u>

2 - Copley Place Draft EIR/EIS, 2/15/80



Copley Place Development Program as of 6/78

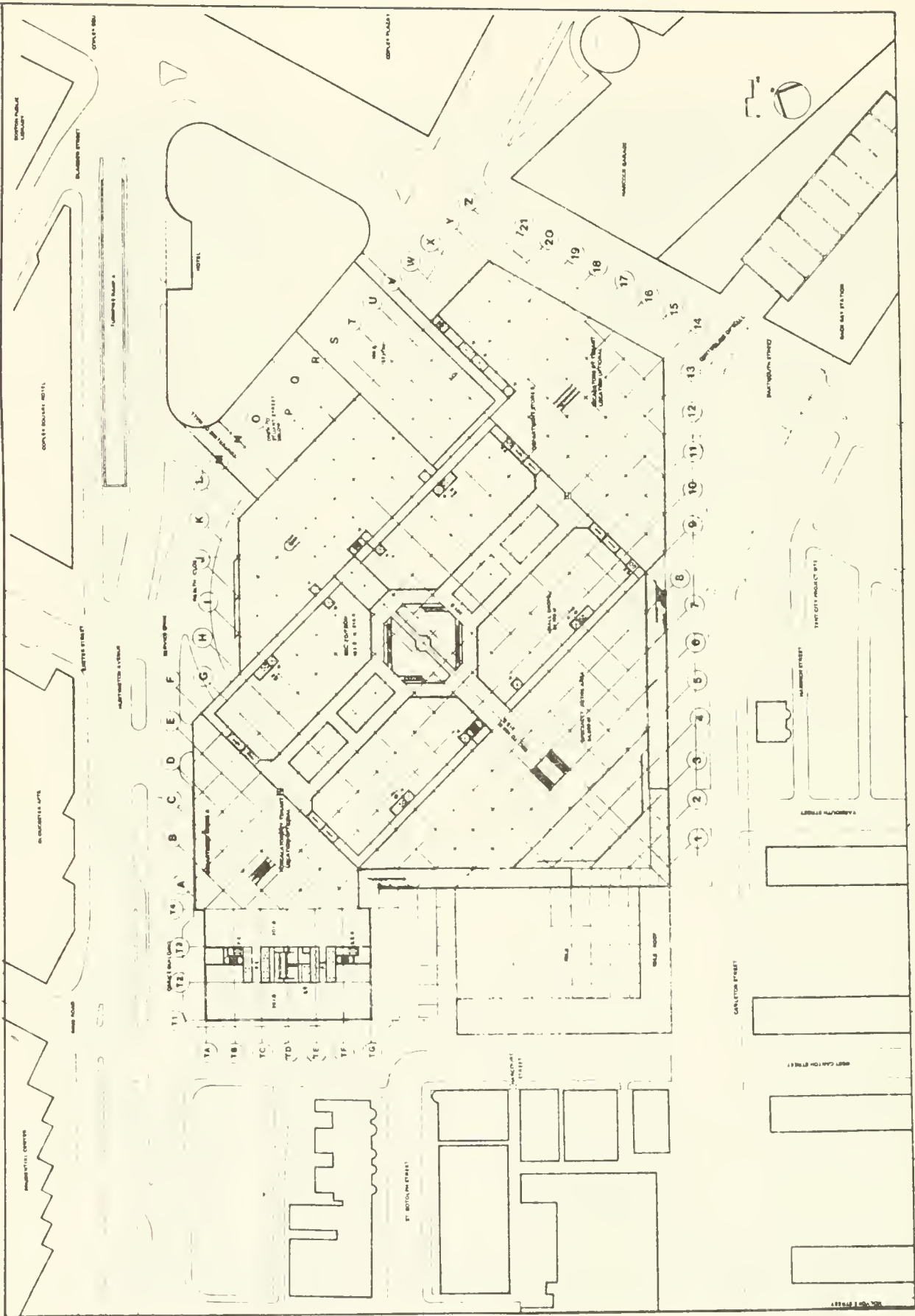


FIGURE 7.1-8
 "CURRENT PROGRAM", MALL LEVEL 3 PLAN, 201

Copley Place Development Program as of 6/78
 Source: Copley Place Draft EIR, 10/27/78

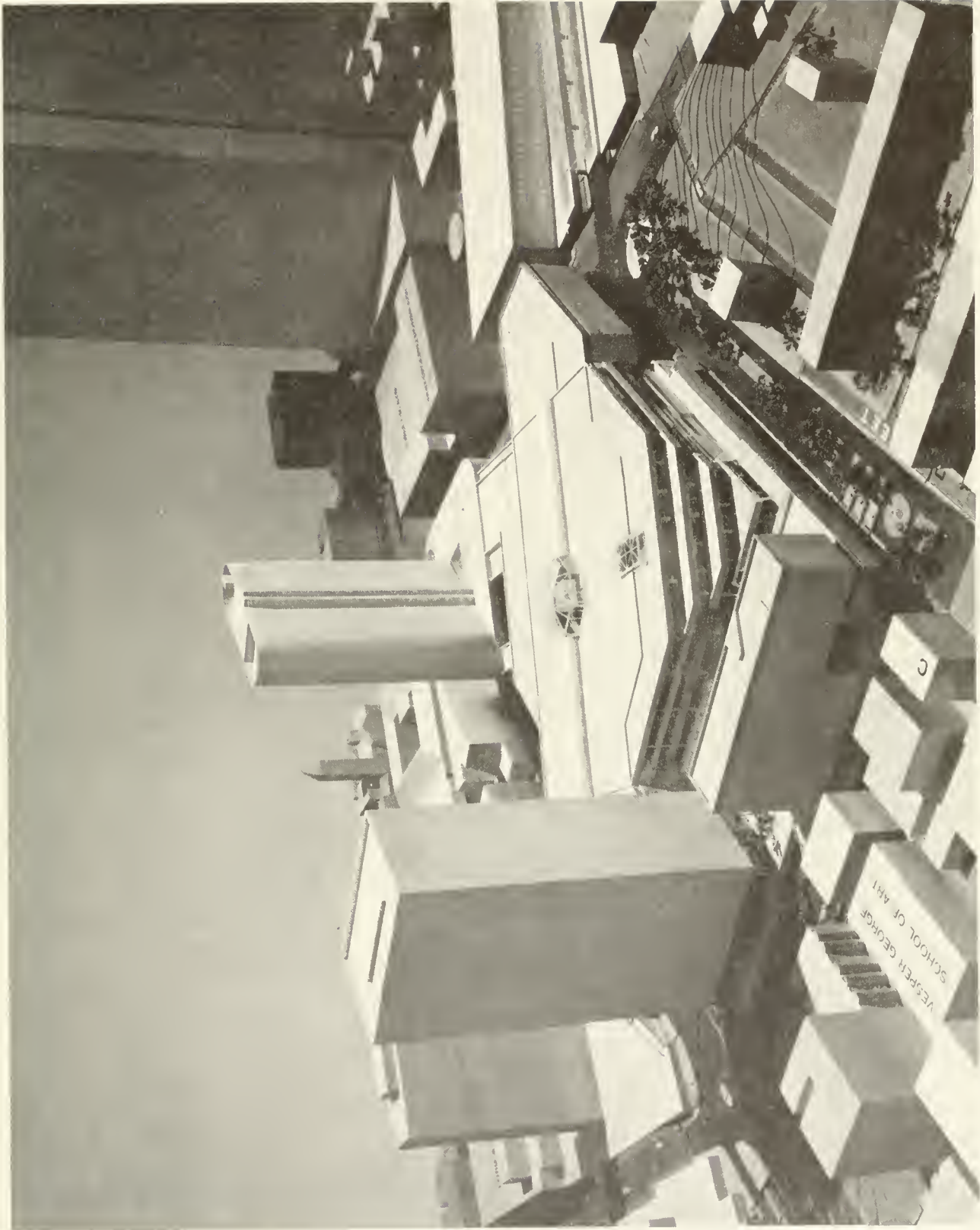
- Development Program, 12/78

Pages 48 through 50 depict the development program for Copley Place as of 12/78. A presentation of this development program appears in the Copley Place Draft EIR/EIS, 10/27/78, and the Copley Place Draft EIR/EIS, 2/15/80.

PROGRAM AS OF 12/78²

<u>Land Use</u>		<u>Square Footage</u>
<u>HOTEL</u>		
- Guest Rooms	(868 Rooms)	---
- Public Space and support space		---
		<hr/>
	TOTAL HOTEL	---
 <u>RETAIL</u>		
- Department Stores		450,000 S.F.
- Mall Shops Restaurants		340,000 S.F.
- Theaters & Entertainment		12,600 S.F.
- Public, Service Space, and Malls		---
		<hr/>
	TOTAL RETAIL	802,600 S.F.
 <u>OFFICE</u>		 612,000 S.F.
 <u>PARKING</u>	 1,750 Spaces	 ---
 <u>HOUSING</u>	 100-150 Units of Housing	 ---
	 PROJECT TOTAL	 <u><u>3,564,000 S.F.</u></u>

2 - Copley Place Draft EIR/EIS, 2/15/80



Copley Place Development Program as of 12/78

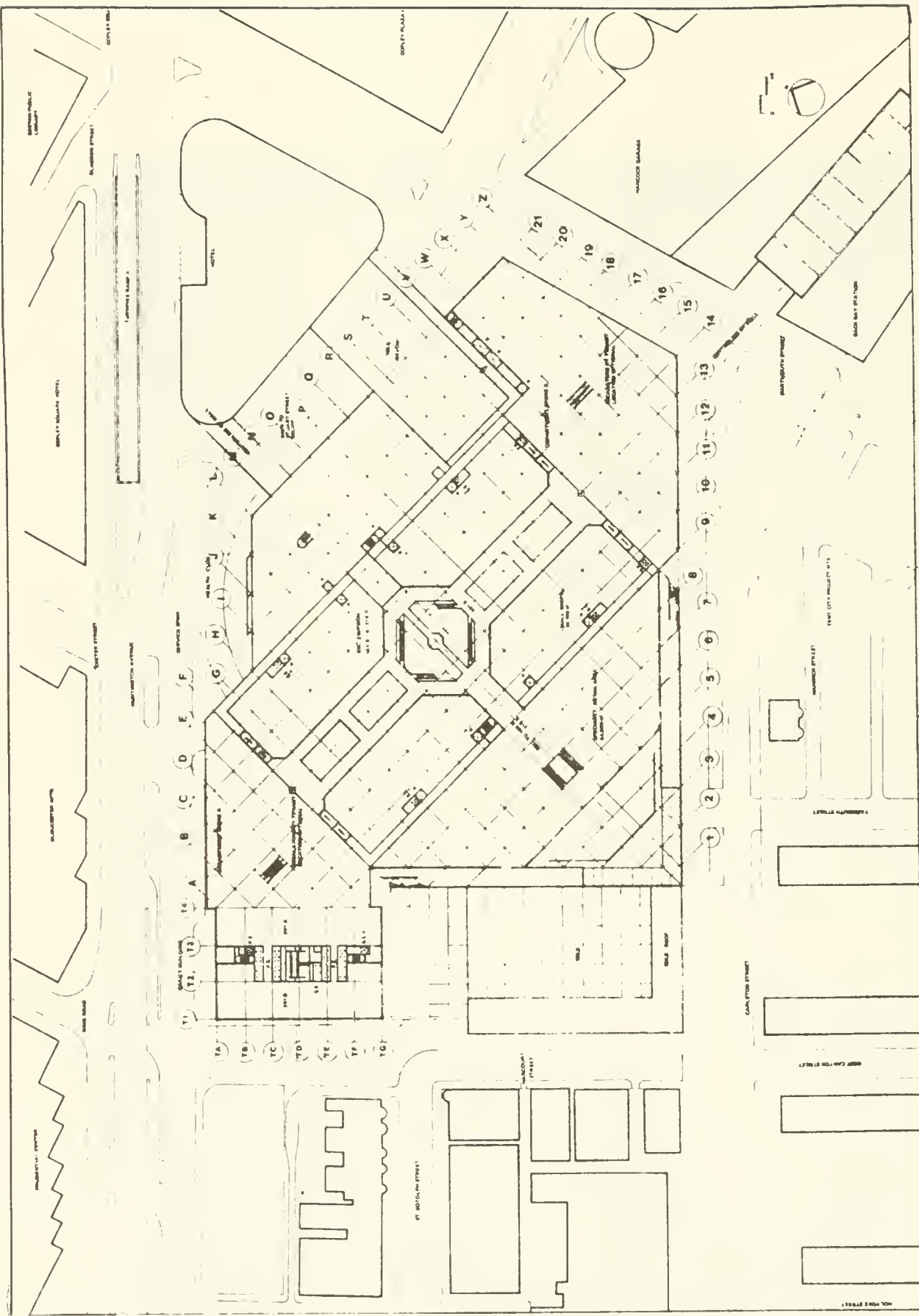


FIGURE 7.1-8
 "CURRENT PROGRAM", MALL LEVEL 3 PLAN, 201

Copley Place Development Program as of 12/78
 Source: Copley Place EIR, 10/27/78

- Development Program, 5/24/79

Pages 52 through 55 depict the development program for Copley Place as of 5/24/79. A presentation of this development program appears in the CRC meeting handout, 5/31/79.

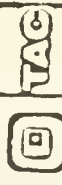
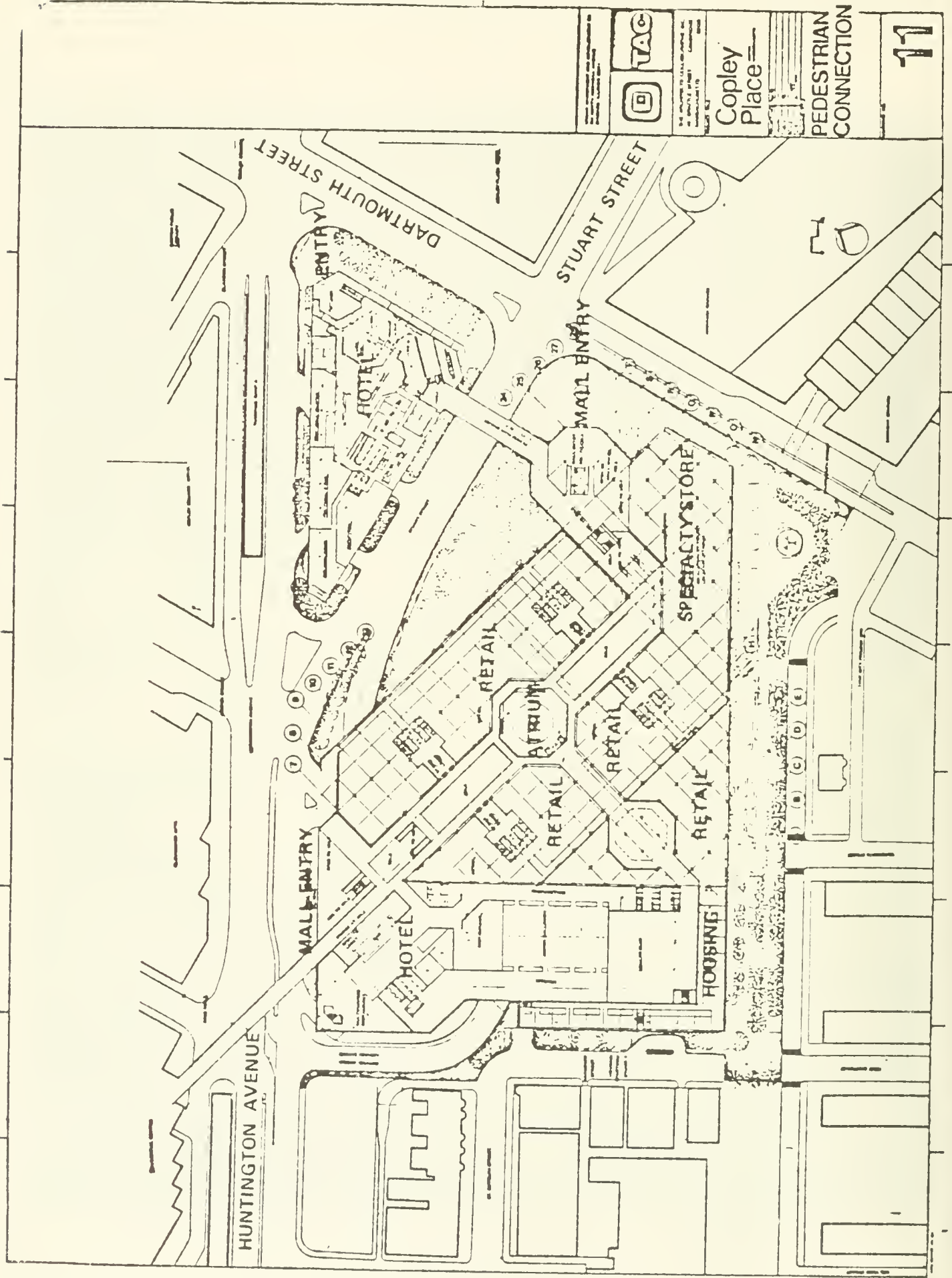
PROGRAM AS OF 5/24/79 3

<u>Land Use</u>	<u>Square Footage</u>
<u>HOTEL #1</u>	
- 712 Rooms, luxury	677,000 S.F.
- Parking, 333 spaces	<u>107,140 S.F.</u>
TOTAL HOTEL #1	784,140 S.F.
<u>HOTEL #2</u>	
- 960 Rooms, convention	<u>688,670 S.F.</u>
TOTAL HOTEL #2	688,670 S.F.
<u>RETAIL</u>	
- Specialty Department Store	112,630 S.F.
- Mall Shops	196,670 S.F.
- Theaters/Cinemas	15,000 S.F.
- Health Club	35,000 S.F.
- Community Retail	8,100 S.F.
- Public areas, service	<u>149,600 S.F.</u>
TOTAL RETAIL	517,000 S.F.
<u>OFFICE</u>	728,110 S.F.
<u>PARKING</u>	
- Central Area	409,980 S.F.
- West Parking Structure	<u>---</u>
TOTAL PARKING	409,980 S.F.
<u>HOUSING</u>	100 Units <u>84,000 S.F.</u>
PROJECT TOTAL	<u><u>3,211,900 S.F.</u></u>

3 - Copley Place CRC Meeting Handout, 5/31/79



Copley Place Development Program as of 5/24/79

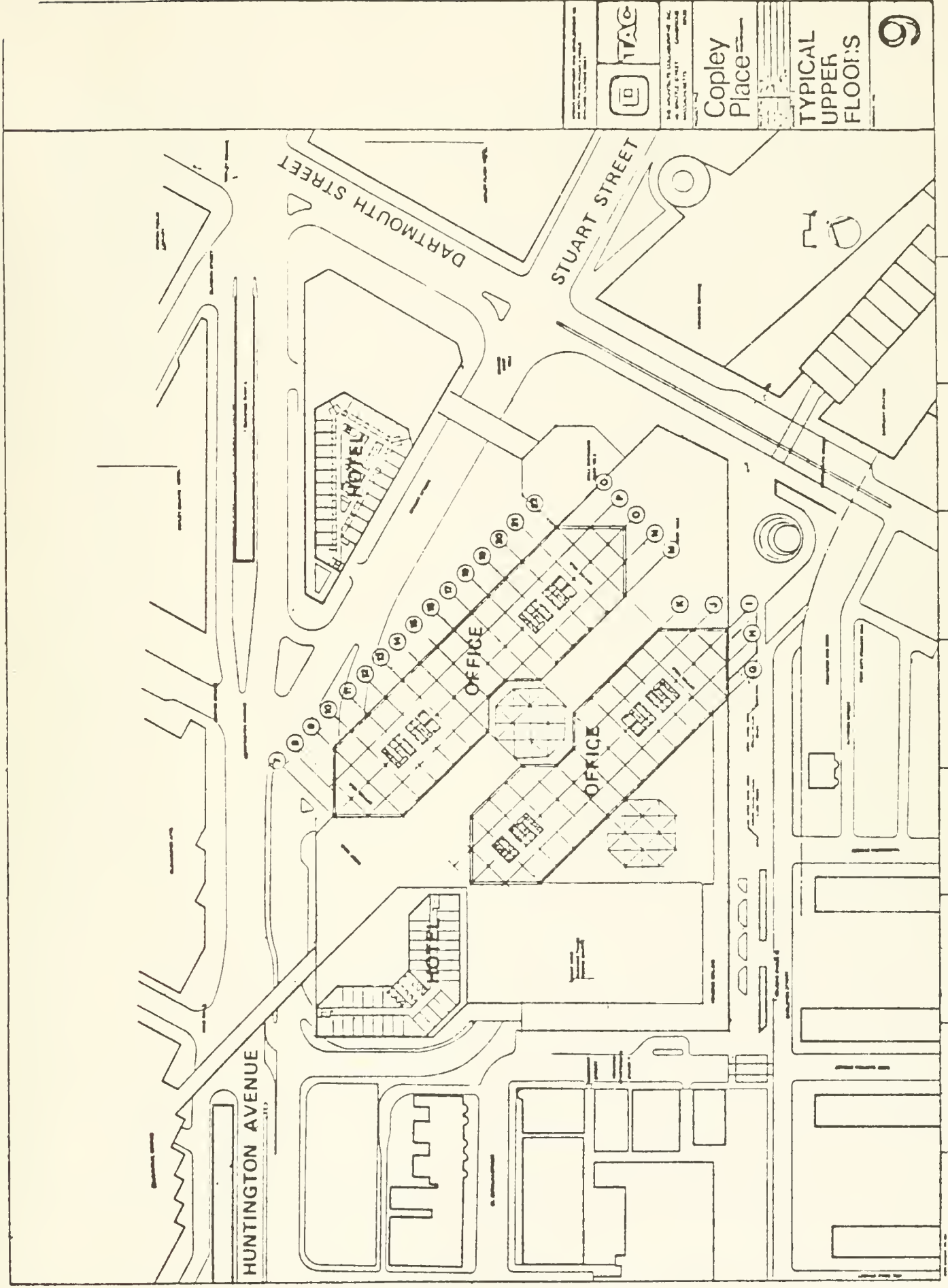



DEPARTMENT OF TRANSPORTATION
 MASSACHUSETTS
 TRANSPORTATION CENTER

Copley Place

PEDESTRIAN CONNECTION

Copley Place Development Program as of 5/24/79
 Source: CRC Meeting Handout, 5/31/79





 THE TRUSTEES OF THE UNIVERSITY OF MASSACHUSETTS

Copley Place

TYPICAL UPPER FLOORS

9

Copley Place Development Program as of 5/24/79
 Source: CRC Meeting Handout, 5/31/79

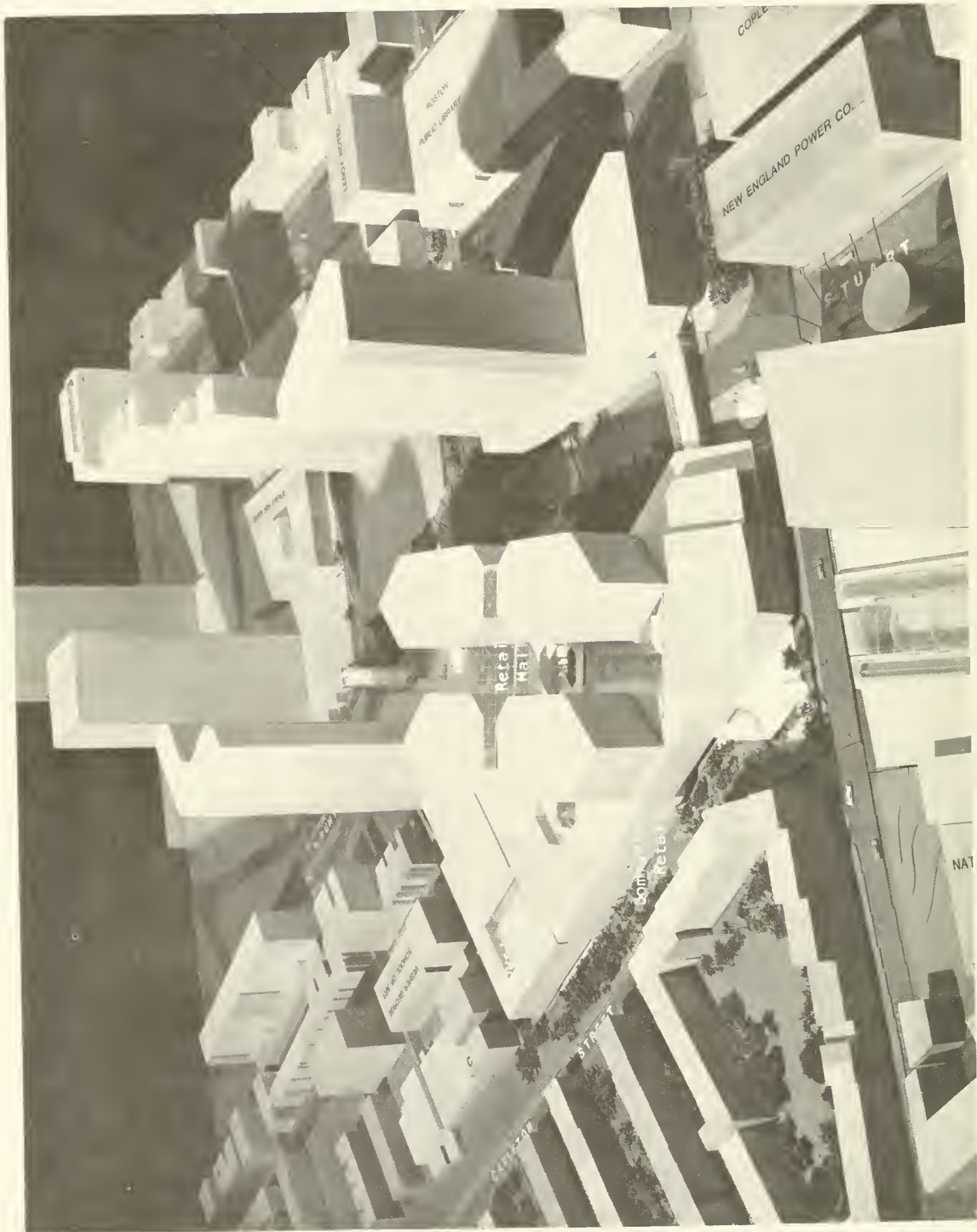
- Development Program, 2/15/80

Pages 57 through 60 depict the development program for Copley Place as of 2/15/80. A presentation of this development program appears in the Copley Place Draft EIR/EIS, 2/15/80.

PROGRAM AS OF 2/15/80³

<u>Land Use</u>	<u>Square Footage</u>
<u>HOTEL #1</u>	
- 712 Rooms, luxury	677,000 S.F.
- Parking	<u>107,140 S.F.</u>
TOTAL HOTEL #1	784,140 S.F.
<u>HOTEL #2</u>	
- 960 Rooms, convention	<u>688,670 S.F.</u>
TOTAL HOTEL #2	688,670 S.F.
<u>RETAIL</u>	
- Specialty Department Store	112,630 S.F.
- Mall Shops	196,670 S.F.
- Theaters/Cinemas	15,000 S.F.
- Health Club	35,000 S.F.
- Community Retail	8,100 S.F.
- Public areas, service	<u>149,600 S.F.</u>
TOTAL RETAIL	517,000 S.F.
<u>OFFICE</u>	728,110 S.F.
<u>PARKING</u>	
- Central Area	409,980 S.F.
- West Parking Structure	--
TOTAL PARKING	<u>409,980 S.F.</u>
<u>HOUSING</u>	100 Units <u>84,000 S.F.</u>
PROJECT TOTAL	<u><u>3,211,900 S.F.</u></u>

³ - Copley Place Draft EIR/EIS, 2/15/80.



Copley Place Development Program as of 2/15/80

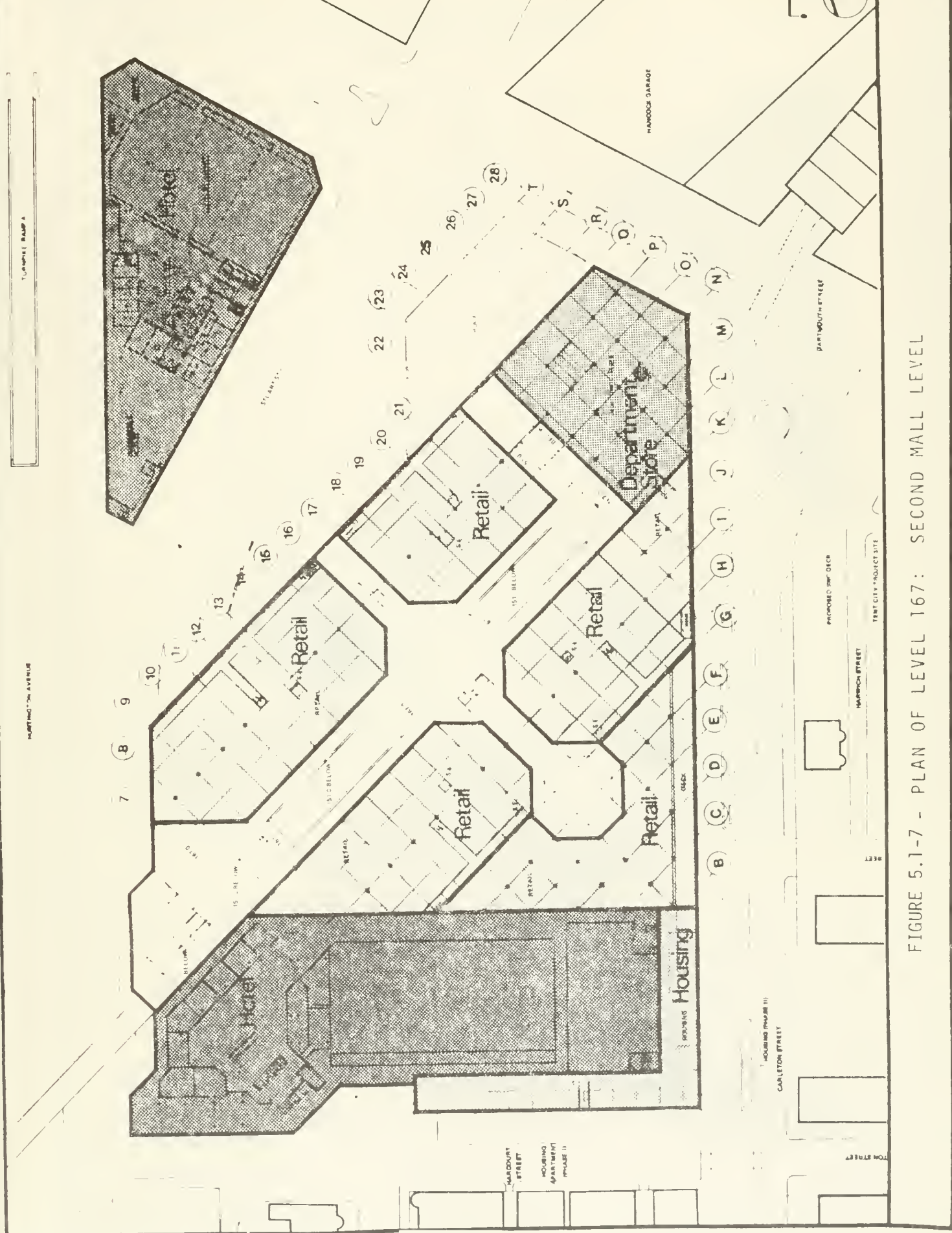


FIGURE 5.1-7 - PLAN OF LEVEL 167: SECOND MALL LEVEL

Copley Place Development Program as of 2/15/80
 Source: Copley Place Draft EIR/EIS, 2/15/80

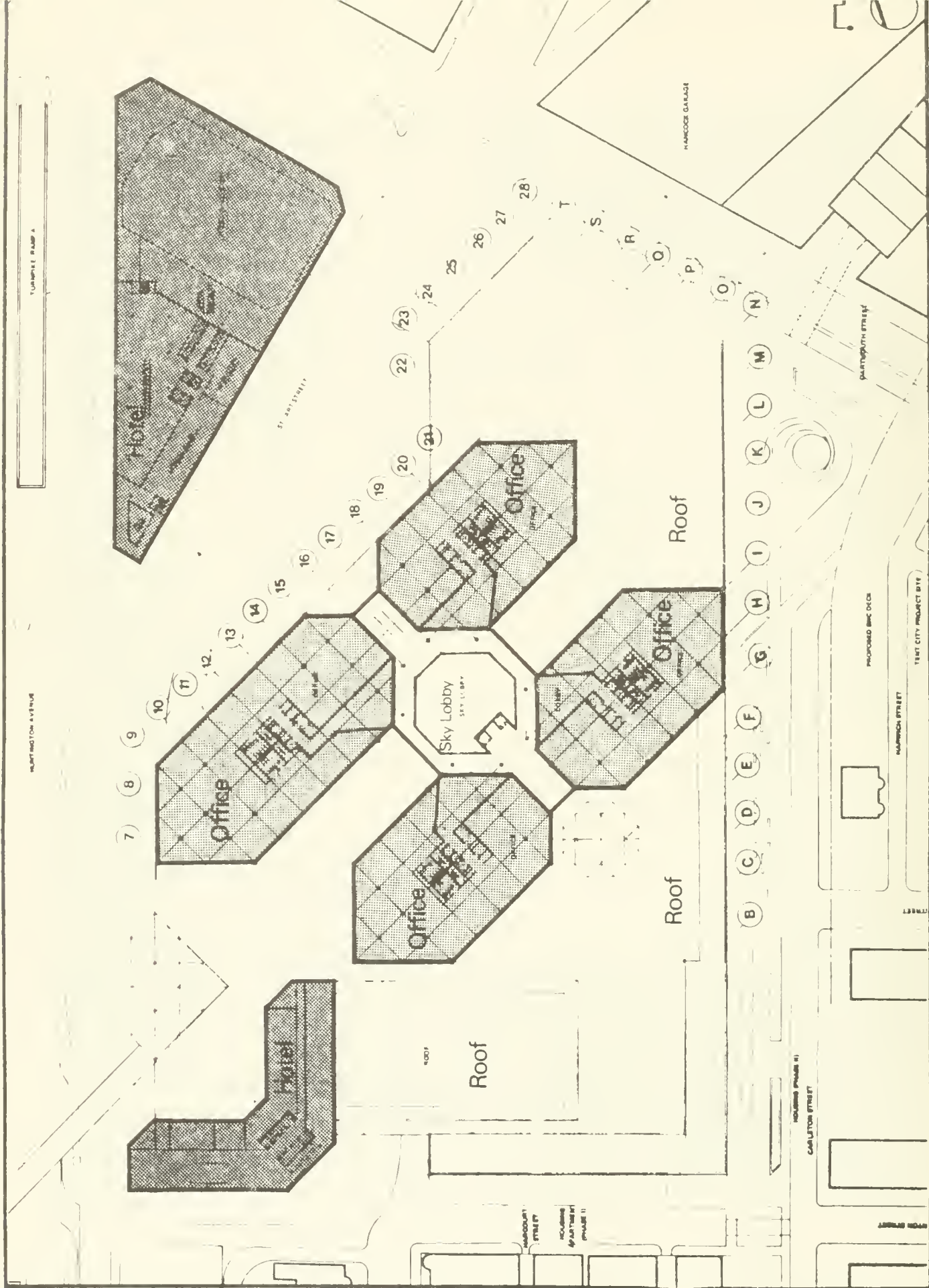


FIGURE 5.1-8 - PLAN OF LEVEL 183: FIRST OFFICE LEVEL

Copley Place Development Program as of 2/15/80
 Source: Copley Place Draft EIR/EIS, 2/15/80

Current Project Program

The proposed Copley Place project involves the development of a major multi-use center to be located on 9.5 acres adjacent to and over the Massachusetts Turnpike exit ramps in the Back Bay section of the City of Boston. The project, estimated to cost approximately \$318 million, encompasses 3,434,060 gross square feet of hotel, retail, office, parking, and housing uses. It will be constructed over a 3½ year period. Components of the project include:

- A 370,510 square foot (rentable area) retail center including a specialty department store, gallery shops, restaurants, theaters, neighborhood shopping, and community-oriented stores;
- 699,940 square feet (rentable area) of low rise office space on eight levels above the retail center;
- A 781-room luxury hotel
- A 1,008-room convention hotel with extensive meeting facilities;
- 100 units of housing, of which 25% will be low income units; and
- Enclosed parking for 1,432 cars.

In addition, the project entails several public and site improvements including the relocation of Turnpike off-ramps and a major water main traversing the site, modifications and relocations of existing streets in the project area, pedestrian bridges over Huntington Avenue and Stuart Street, and associated landscaping,

ventilation, and lighting improvements. Current project plans can be found on pages 73 through 82. A more detailed description of the project components follows:

Hotel 1, Western International

This luxury hotel is to be located on the triangle site nearest Copley Square. The hotel has a total gross floor area of approximately 847,800 square feet. It consists of two sublevels of parking with a total of 275 spaces, five public activity levels, and a high-rise guest room tower. The hotel is 36 stories above street level. The tower itself contains 30 floors in which 781 guest rooms are located. The top of the hotel parapet wall is 383 feet above the street, making the hotel the tallest element of the Copley Place project.

Vehicular and pedestrian access points occur on the first pedestrian activity level 124. The rotunda is a major access point to both the hotel lobby, and to internal pedestrian routes to other project components. The first activity level also contains a specialty cocktail lounge and restaurant, coffee shop, telephones and other hotel guest service areas. The second activity level, level 138, contains the hotel reception area, restaurant, bar and lobby lounge, a gift shop, and retail facilities. The second level also provides access to an enclosed pedestrian bridge across Stuart Street, linking the hotel to the other components of Copley Place.

Activity level 151 contains the main kitchen for the hotel, a junior ballroom and several meeting and conference rooms. The main ballroom and prefunction rooms are located on activity level 170, along with housekeeping and laundry facilities. Level 190 contains the administrative offices, health club, including pool, and the upper portion of the main ballroom.

The guest room tower is set back from Dartmouth Street in deference to Copley Square, the Boston Public Library and the Copley Plaza Hotel, as suggested by the CRC guidelines.

Hotel 2, The Marriott Hotel

It is a comprehensive meeting and convention hotel to be constructed at the western corner of the site at the junction of Huntington Avenue and Harcourt Street. The hotel has a total gross floor area of approximately 804,310 square feet. It has two sub-levels of service areas, a multi-level guest parking and activity area which occupies the equivalent of six floors, and a 32-story tower containing 1,008 guest rooms. Total parking provided in this area of the project is 525 spaces to be shared by Marriott patrons, residents of the housing, and office visitors.

Level 100 is the elevation of the service entrance from Harcourt Street to the employee parking, loading docks, and service function areas, as well as parking for the residential component. In addition, this level contains the entranceway to the central service area of the project. Level 110 contains additional service area for the hotel and the first level of guest parking.

Level 124 (the at-grade level) is the first hotel activity floor. The major elements of this level are the specialty restaurant, vehicular access to the hotel from Huntington Avenue, additional parking space, and the retail mall/office drop-off and entrance point on Huntington Avenue. Level 138 adds a third and a fourth level of parking (office visitors). Level 138 provides a lounge and administrative space for the hotel staff.

At level 151 the convention hotel contains two restaurants, the main kitchen, and junior ballroom, including prefunction area. This is the first level that the hotel is linked to other Copley Place components. Direct pedestrian access leads to the retail mall, and to the pedestrian bridge across Huntington Avenue to the Prudential Center.

Level 170 is the last of the hotel activity levels. It contains the main ballroom, several meeting rooms and a prefunction area. The hotel guest room tower occupies the remaining space above level 170. A glass enclosed recreation and pool facility is provided on the roof (level 190). The Marriott Hotel is 37 stories or approximately 370 feet above street level at the top of the parapet wall.

Retail Facilities

Copley Place includes approximately 521,000 gross square feet of retail space (370,000 square feet of rentable area). It is anchored by a 96,000 square foot Neiman-Marcus specialty department store with frontage on both the Southwest Corridor deck and the Dartmouth Street Mall. The retail mall consists of 250,000 square feet of mall shops on two levels in a 10-story landscaped interior gallery in the center of the project. The gallery connects all uses in the development, and is a direct link to the Prudential Center, Huntington Avenue, Copley Square, and the Dartmouth Street Mall. It is also conveniently connected to the Copley Place central parking garage and to the Back Bay Station. Other retail components include approximately 8,000 square feet of community-oriented retail space along the Southwest Corridor deck, and approximately 16,000 square feet of cinemas. The retail area begins on level 100, where service vehicles and employees gain access via the Harcourt Street service entrance. The area includes mechanical rooms, truck loading docks, storage areas, and plumbing/electrical facilities.

Level 124 is the first level for the project's specialty department store and neighborhood-related retail areas. Access to the neighborhood retail space is provided via the Southwest Corridor deck and Dartmouth Street. The major entrance to the department store is located at the corner of Dartmouth and Stuart Streets, where a landscaped glass entry provides both visual and physical access from the street level. This entry is also a major entrance to the retail mall above.

The second level of the neighborhood retailing space, together with a department store service mezzanine, and the pedestrian bridge over Stuart Street to the luxury hotel, are located on level 138.

Level 151 is the main level of retailing in the project. It includes the second sales floor of the department store, and the first level of the retail mall and gallery areas. Level 170 is the uppermost retail level. It includes the second level of the retail mall, and the third level of the specialty department store.

Office Space

The Copley Place project includes a total of 771,000 gross square feet of office space (700,000 square feet of rentable area), provided in four mid-rise buildings located above the retail mall. Access to the four office entrances is provided from a central "sky lobby" (level 190), one level above the upper retail level. In each of the four buildings, the office space occupies eight floors, beginning at level 190. The buildings are visually and environmentally connected by the enclosed gallery structure, vaulted 10 stories above the 151 retail mall level.

Housing Units

Copley Place includes approximately 100 units of mixed-income housing, together with parking for the tenants. Twenty-five percent of the units will be low income subsidized units. The remainder will be market-rate units, either rental or condominium, or a combination of both. The housing will occupy approximately 85,000 gross square feet on five to seven levels. The residential parking spaces, are located below, on level 100, with access from Harcourt Street.

The housing units will be located with street facades facing both Harcourt Street and the Southwest Corridor deck. It is

anticipated that exterior materials for the housing units will be brick masonry, in keeping with the surrounding neighborhood. The buildings will also reflect the character of the Back Bay and South End in their density, height, access, and income-mix.

Parking Facilities

The Copley Place Project includes a total of 1,432 enclosed parking spaces. Some 632 spaces will be located in a multi-level central garage directly below the retail/office center which they serve. Another 525, to be shared by Marriott Hotel guests, resident of the project's housing component and office visitors, are located in the west parking area, beneath the housing and convention hotel. Access to, and egress from, the public portion of the central garage is provided at level 12⁴ via Huntington Avenue. An additional 275 spaces will be located on two levels under the luxury hotel for exclusive use by hotel guests and visitors.

Related Site Improvements

The Copley Place development includes several site and public improvements which are necessary to make the site developable. These improvements include:

Turnpike Ramp Relocations. Existing Turnpike off-ramps B, C, and D will be revised by the project. Ramp C, which now provides direct access to Dartmouth Street north of Buckingham Street, will be removed in connection with Southwest Corridor and Dartmouth Street improvements. Ramps B and D will be relocated and reconstructed to permit access to the interior of the main development site from Harcourt Street and from Huntington Avenue. The reconstructed ramps also will improve flow of traffic exiting the Turnpike by reducing motorists' confusion and the resulting hazards occasioned by the now existing counter-intuitive divergence of traffic.

Approximately 19,275 square feet of Ramp B will be constructed on grade, and 2,010 square feet will be in a U-section near the entrance to the underpass of Huntington Avenue. Approximately 3,000 square feet of Ramp D will be constructed on grade, and approximately 14,500 square feet will be constructed on structure over the railroad tracks and existing Turnpike ramps.

Street Revisions and Relocations. Huntington Avenue from Dartmouth Street to Exeter Street will be elevated and realigned slightly, and Stuart Street from Dartmouth Street to Huntington Avenue will be relocated and aligned with Stuart Street east of Dartmouth to enlarge the triangle site. Dartmouth Street will be reconstructed to accommodate the grade change near its intersection with Stuart Street. Harcourt Street will be dead-ended north of St. Botolph Street and will be used for major service to the project.

Temporary Traffic Rerouting. Construction on the development site will be phased in order to maintain traffic at all times on the Turnpike, the Turnpike exit ramps, and surface streets. Relocation of Stuart Street and relocation of the ramps will require temporary traffic re-routing on surface streets during two distinct construction phases. Phase I will discontinue Stuart Street between Huntington Avenue and Dartmouth Street, necessitating a detour along Huntington Avenue to Dartmouth to Stuart Street. Once Stuart Street is relocated, construction to relocate Ramps B and D can take place, but will require a temporary exit ramp from the Turnpike to be constructed at Stuart Street. Turnpike traffic destined for Huntington Avenue westbound will be detoured northerly along Dartmouth Street to Huntington Avenue. These detour systems will require alterations to traffic control devices, possibly traffic control personnel during peak traffic periods, and in Phase II, construction of a temporary bridge of 12,000 square feet over the Turnpike.

Relocation of Water Main. The 42-inch water main that traverses the site between St. Botolph and Dartmouth Streets is sufficiently close to ground surface to require relocation of certain of its segments.

Reconstruction of Ramps B and D will necessitate relocation of 450 feet of the water main within the development site. To permit below-grade construction on the triangle site, approximately 640 linear feet of the water main will be relocated to Stuart Street and Dartmouth Street. The segment of water main beneath the B&A tracks and the Turnpike, connecting the relocated segments, will not be altered.

Ventilation and Lighting Improvements. The Turnpike and the B&A tracks pass under the Prudential complex, immediately west of the Copley Place site, and the John Hancock garage, immediately east of the site. Covering the railroad tracks within the development site and the currently open segment of Turnpike will necessitate design studies of the existing Prudential and John Hancock ventilation systems as well as additional ventilation systems under the Copley Place project. Moreover, it will be necessary to ventilate exit Ramps B and D, which currently are open, but which will be enclosed by the Copley Place development, as well as the enclosed parking garage. The ventilation system will require fans to handle as much as two million cubic feet of air per minute, via appropriate ventilation shafts and machinery rooms.

In addition, the segments of the Turnpike and exit ramps that will be covered by the project must be lighted. Approximately 500 feet of Turnpike and 1700 feet of ramps will be affected.

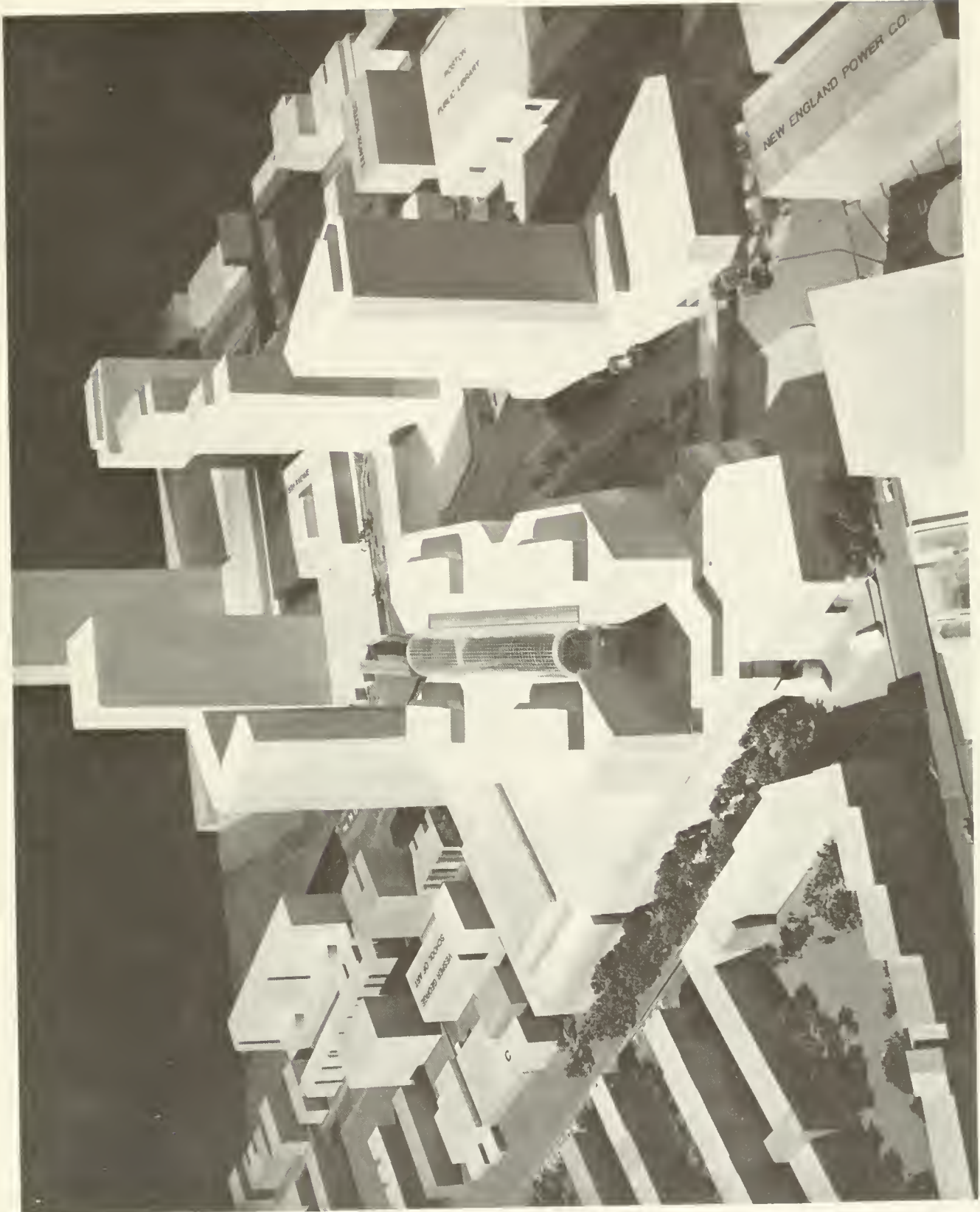
Landscaping. A large part of the development site will be landscaped open space dedicated to public pedestrian circulation and to the visual enhancement of the neighborhood. These areas in²

clude Harcourt Street, the plaza area near the corner of Dartmouth and Stuart Streets, and an extension of the Dartmouth Street Mall. At the Dartmouth/Stuart entrance to the retail center, a public mall and plaza entrance will be constructed over the Turnpike deck. This entrance is designed to provide an extension of the Copley Square pedestrian way and a gateway to Copley Place.

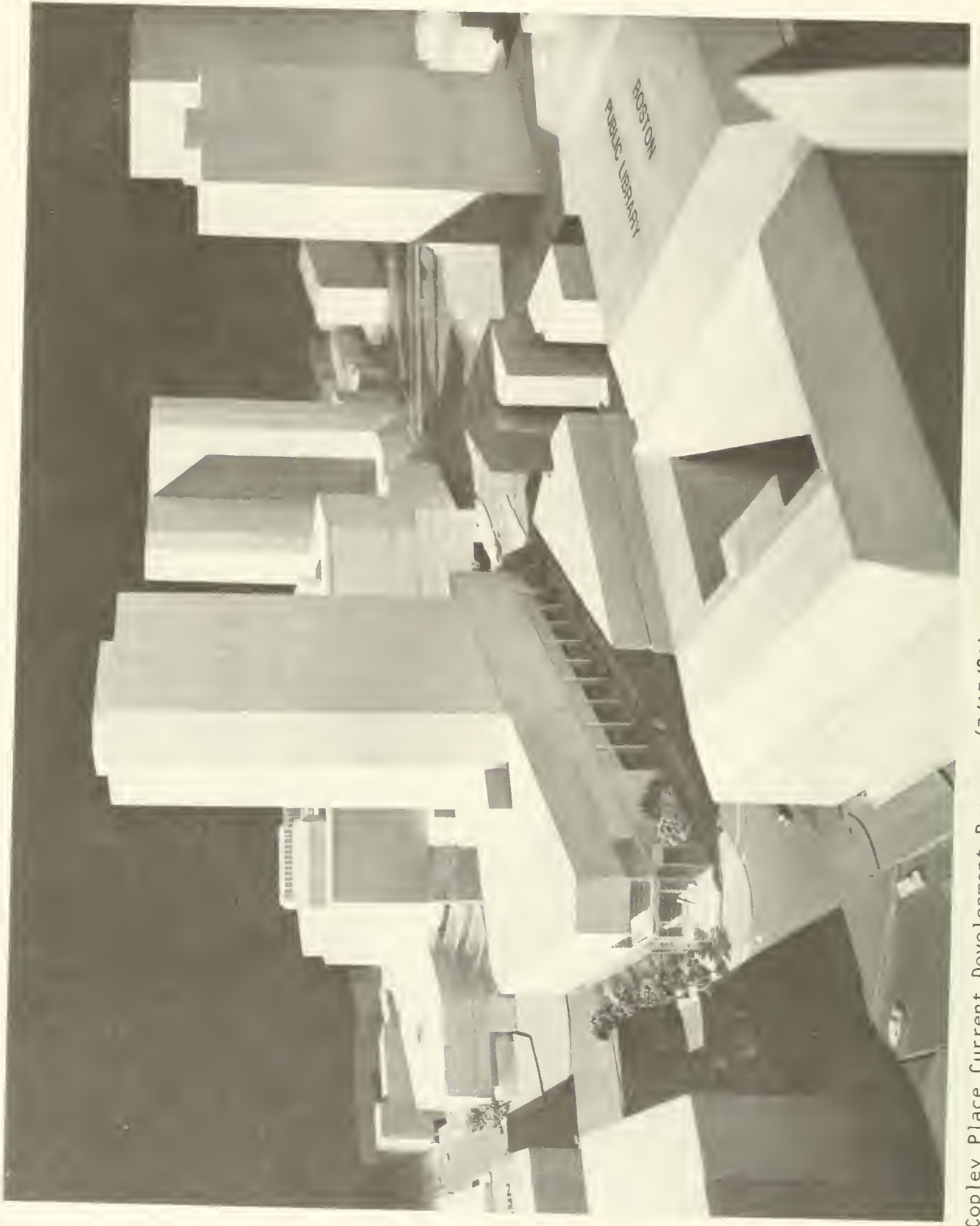
In addition, although not part of the Copley Place project, an upgrading of the proposed acoustical deck over the Southwest Corridor right-of-way bordering the southern side of the project to a landscaped structural deck is being pursued by the developer and the City. Such an improvement will provide for pedestrian activity along this portion of the project.

PROGRAM SUMMARY, 7/2/80

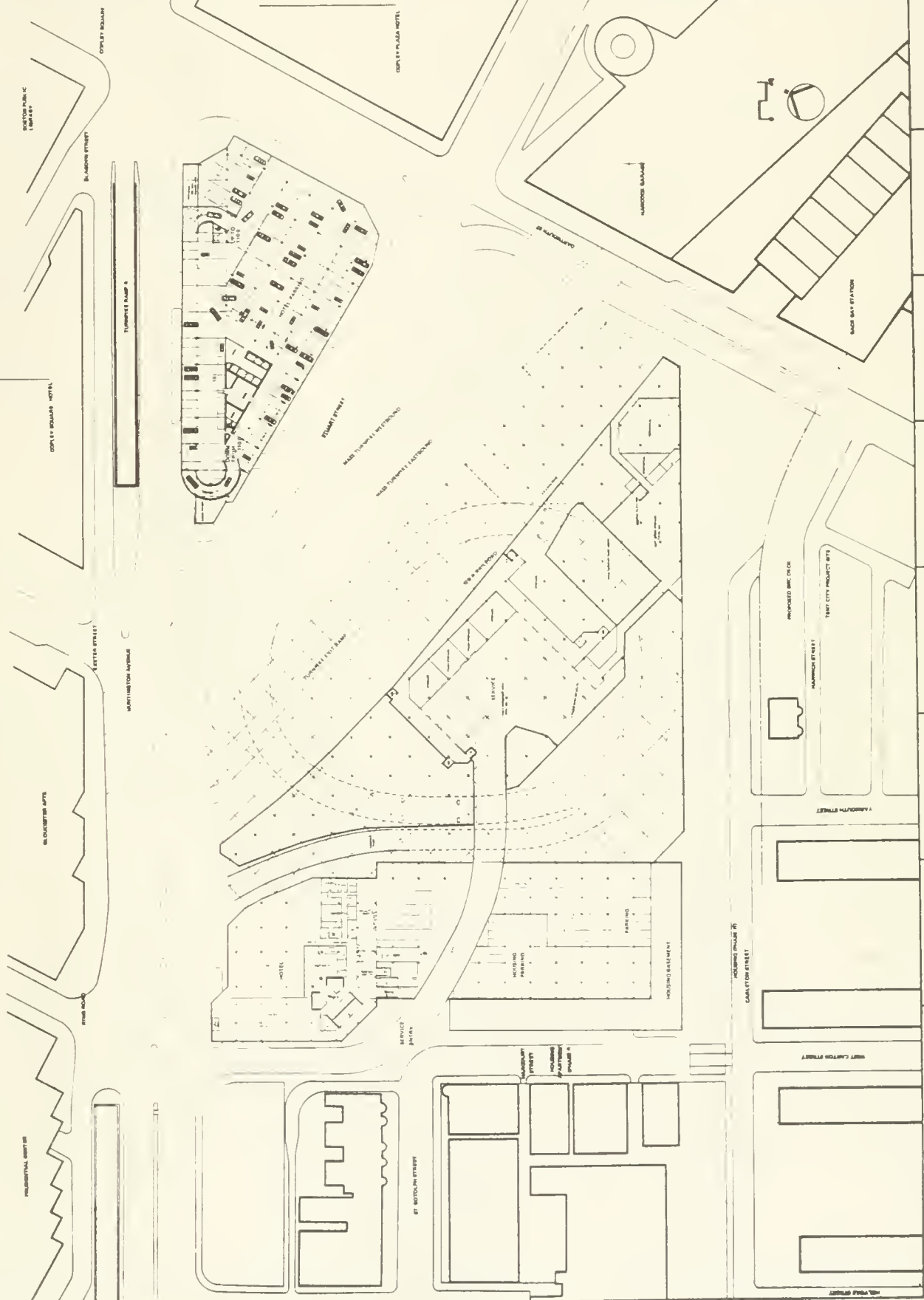
	<u>Total</u> Building Area S.F.	<u>Rentable</u> Area S.F.
<u>Hotel #1 Western International</u>		
781 rooms	747,260	-
Parking - 275 spaces	<u>100,540</u>	<u>-</u>
SUB TOTAL	847,800	-
 <u>Hotel #2 Marriott</u>		
1,008 rooms	804,310	-
 <u>Retail</u>		
Specialty Department Store	96,090	96,090
Mall Shops	250,420	250,420
Community Retail/Cinemas	24,000	24,000
Service Level, Mall Circulation, Service Corridors, Mechanical	<u>150,120</u>	<u> </u>
TOTAL RETAIL	520,630	370,510
 <u>Office</u>		
	771,400	699,940
 <u>Parking - (Hotel #2, plus parking under Retail/Office)</u>		
1,157 Spaces	404,920	-
 <u>Housing</u>		
100 Units	85,000	-
<u>TOTAL AREA</u>	<u>3,434,060</u>	<u>1,070,450</u>



Copley Place Current Development Program (7/17/80)



Copley Place Current Development Program (7/17/80)



UNIVERSITY MICROFILMS
SERIALS ACQUISITION
300 NORTH ZEEB ROAD
ANN ARBOR MI 48106-1500



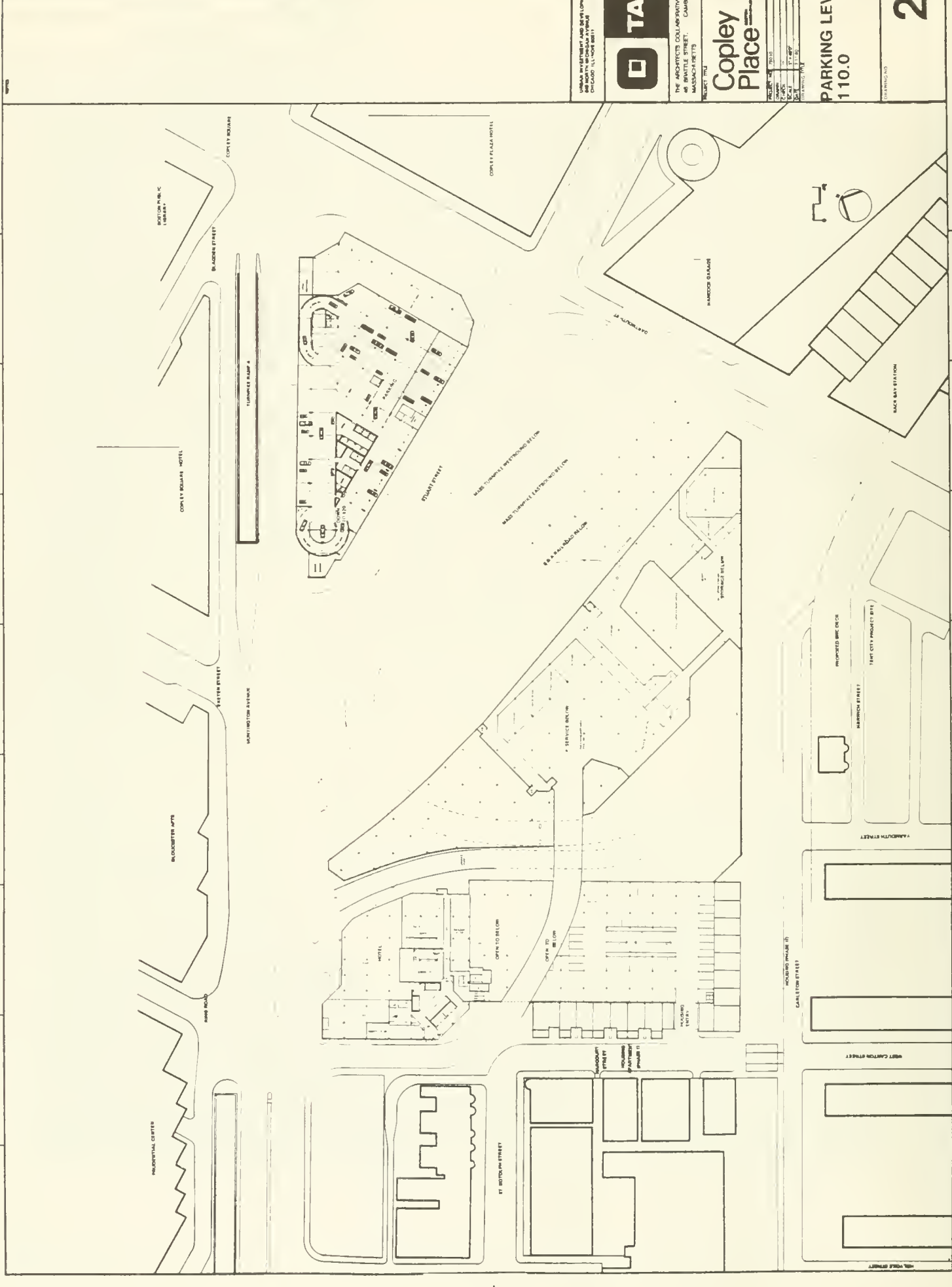
THE ARCHITECTS COLLABORATIVE INC
48 BRATTLE STREET, CAMBRIDGE
MA 02138

Copley Place

SCALE	1" = 100'
DATE	11/11/00
PROJECT NO.	100.0

SERVICE LEVEL
100.0

1



ARCHITECTS: TAC AND OF THE OFFICE OF ARCHITECTS
 110 N. LAUREL STREET, CHICAGO, ILLINOIS 60601



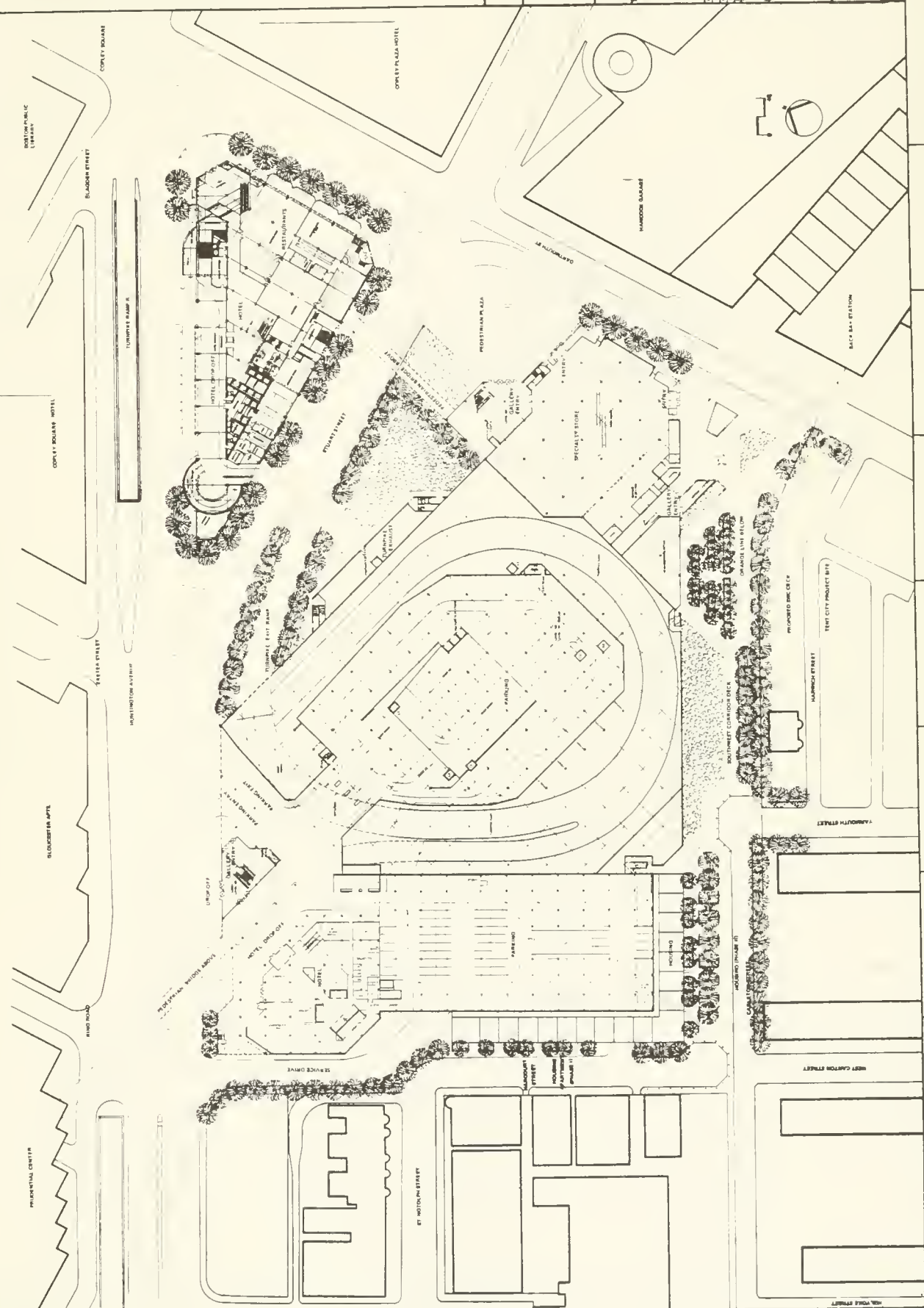
THE ARCHITECTS COLLABORATIVE, INC.
 110 N. LAUREL STREET, CHICAGO, ILLINOIS 60601
 ARCHITECTS

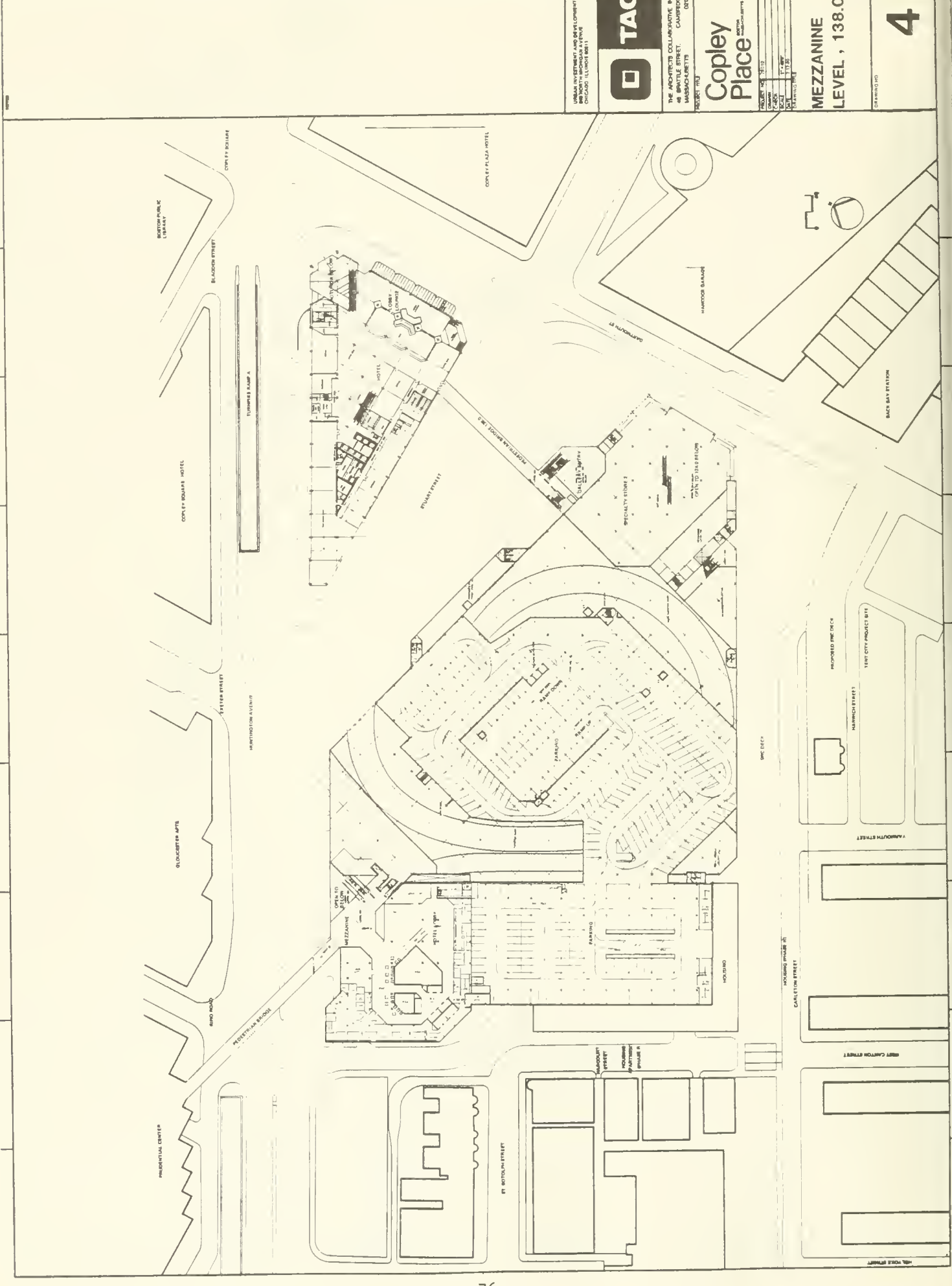
Copley Place
 100 Copley Street
 BOSTON, MASSACHUSETTS 02116

DATE	12/10/11
PROJECT	GROUND LEVEL
SCALE	1" = 10'-0"
DESIGNED BY	TAC
DRAWN BY	JL
CHECKED BY	JL
APPROVED BY	JL

GROUND LEVEL
 124.0

3





URBAN INVESTMENT AND DEVELOPMENT CO
 400 WASHINGTON STREET, SUITE 1000
 CHICAGO, ILLINOIS 60601

TAC

THE ARCHITECTS COLLABORATIVE INC
 48 BRATTLE STREET, CAMBRIDGE
 MASSACHUSETTS 02138
 PROJECT NO. 10119

Copley Place
 MASSACHUSETTS

PROJECT NO. 10119
 DATE: 05/11/10
 SCALE: 1/8" = 1'-0"
 SHEET NO. 138.0

**MEZANINE
 LEVEL, 138.0**

DATE: 05/11/10

4

UNLESS OTHERWISE NOTED, ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.



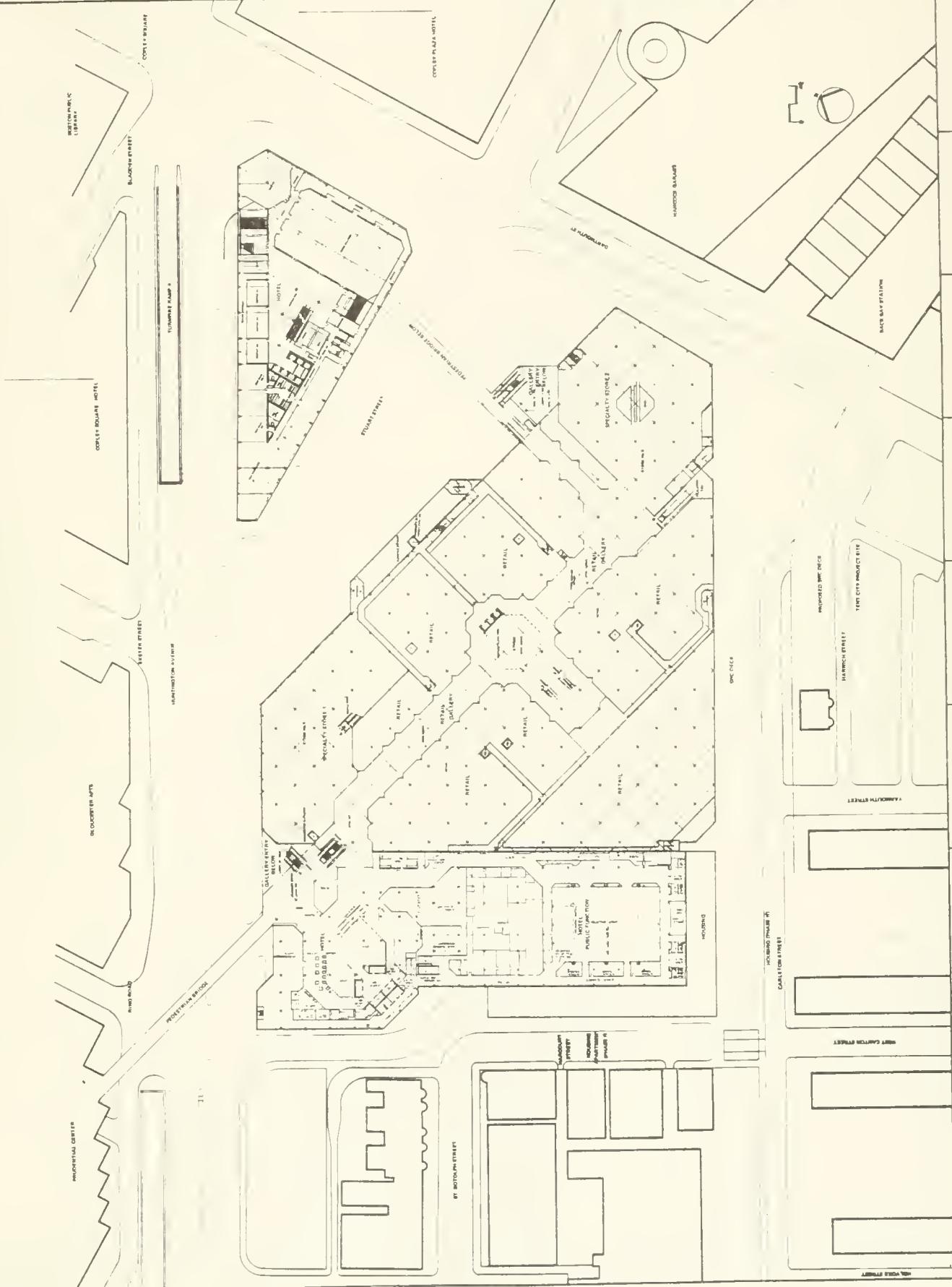
THE ARCHITECTS COLLABORATIVE, P.C.
40 BRATTLE STREET
CAMBRIDGE, MASSACHUSETTS 02138
PROJECT NO. 151-01

Copley Place
FIRST FLOOR PLAN

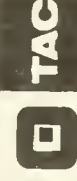
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SCALE:	1/8" = 1'-0"
DATE:	11/15/10
SCALE:	1/8" = 1'-0"
DATE:	11/15/10
SCALE:	1/8" = 1'-0"

FIRST RETAIL LEVEL 151.

5



THE ARCHITECTS (GENERAL CONTRACTOR) INC.
 100 N. LA SALLE ST. CHICAGO, ILLINOIS 60601



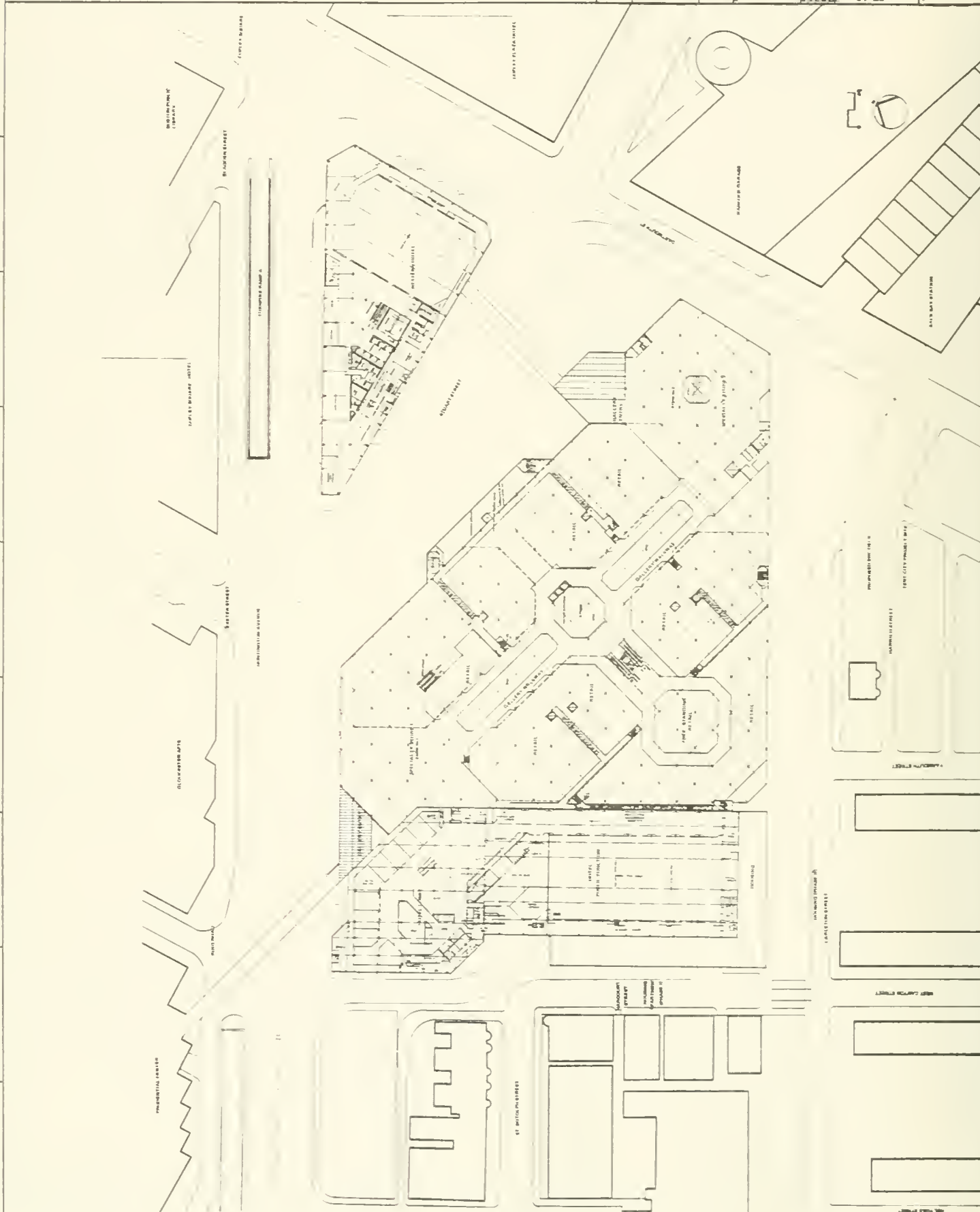
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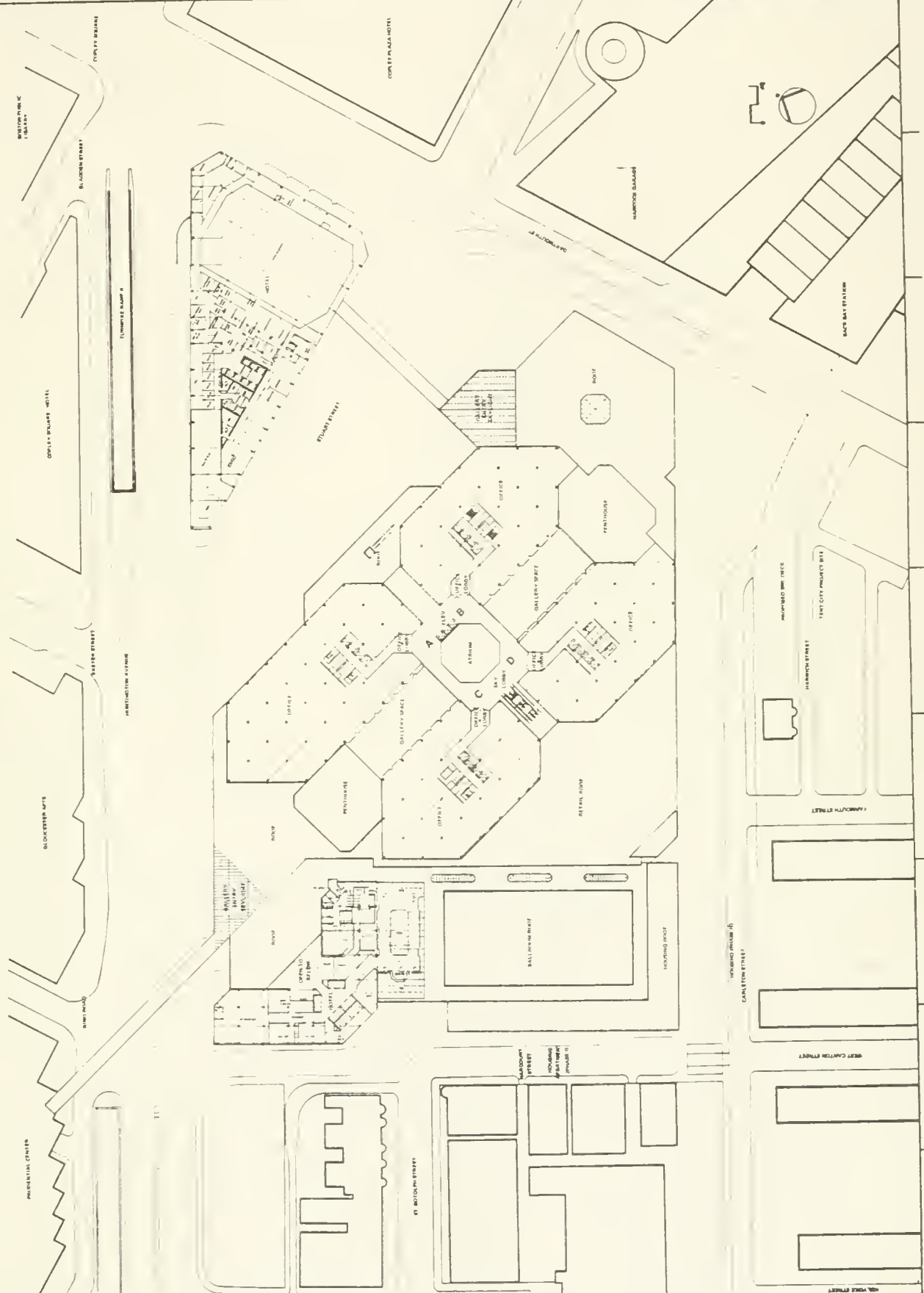
Copley Place

NO. 100	NO. 101	NO. 102	NO. 103	NO. 104	NO. 105	NO. 106	NO. 107	NO. 108	NO. 109	NO. 110	NO. 111	NO. 112	NO. 113	NO. 114	NO. 115	NO. 116	NO. 117	NO. 118	NO. 119	NO. 120	

SECOND RETAIL LEVEL, 170.0

6





UNLESS OTHERWISE NOTED, ALL DIMENSIONS ARE IN METERS.
 SCALE: 1:1000
 DATE: 11/10/2011

TAC

THE ARCHITECTS COLLABORATIVE INC.
 45 BRATTLE STREET, CAMBRIDGE
 MASSACHUSETTS 02138
 PHONE: 617.552.1000
 FAX: 617.552.1001
 WWW.TAC-ARCHITECTS.COM

Copley Place

SKY LOBBY
 LEVEL, 190.0

7

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CHICAGO, ILLINOIS 60611



TAC

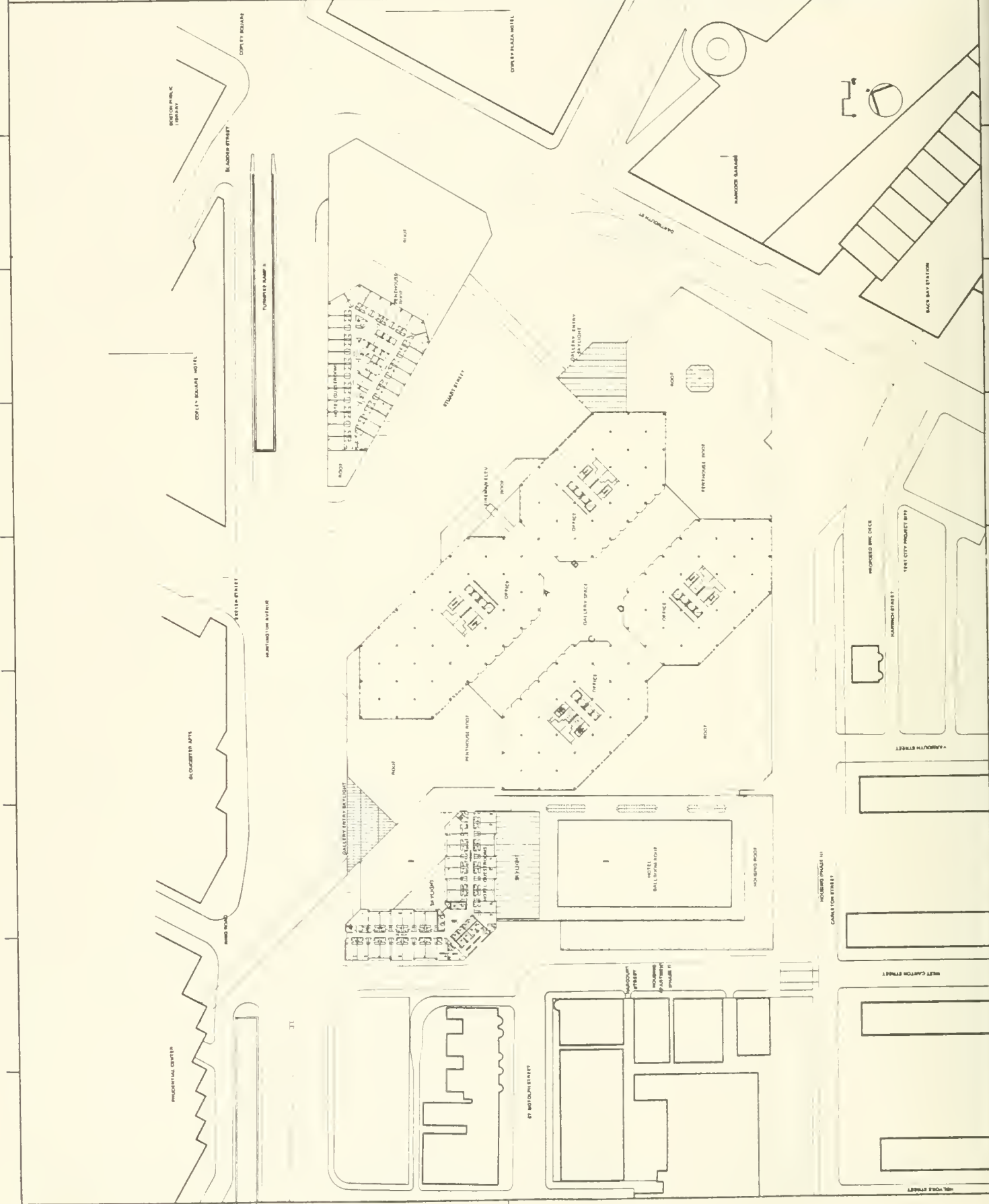
THE ARCHITECTS COLLABORATIVE, INC.
40 STATE STREET, CAMBRIDGE
MASSACHUSETTS 02142
PHONE: 617.452.2700
WWW.ACCOLLABORATIVE.COM

Copley Place
ARCHITECTS

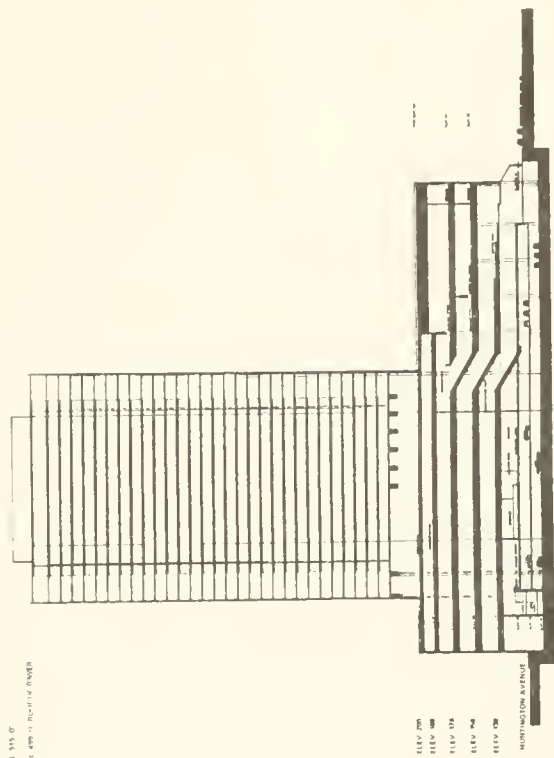
PROJECT NO.	070113
DATE	11/01/07
SCALE	1/8" = 1'-0"
DRAWN BY	J.P.
CHECKED BY	J.P.
DATE	11/01/07
PROJECT NO.	070113

TYPICAL OFFICE & TOWER LEVEL

8

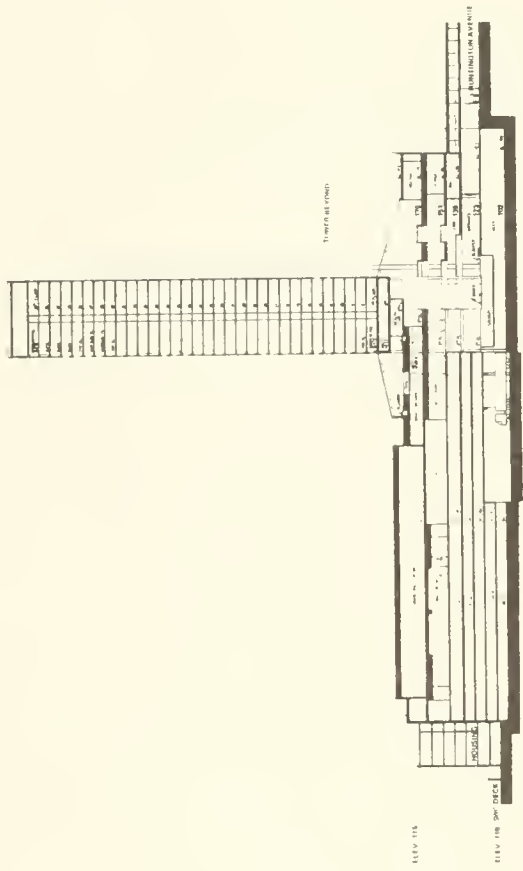


11. 215. 07
 11. 215. 08



ELEV. 200
 ELEV. 150
 ELEV. 100
 ELEV. 50
 HUNTINGTON AVENUE

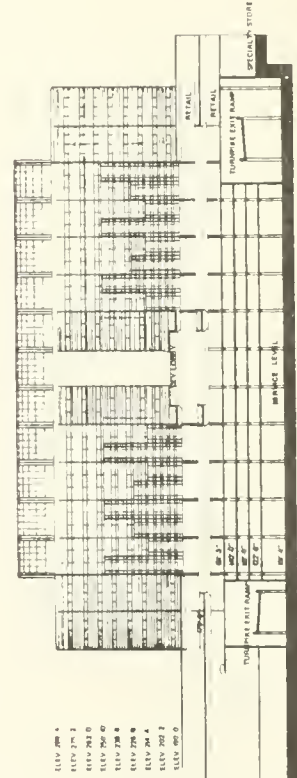
WESTERN INTERNATIONAL HOTEL SECTION



TEMPERATURE CONTROL

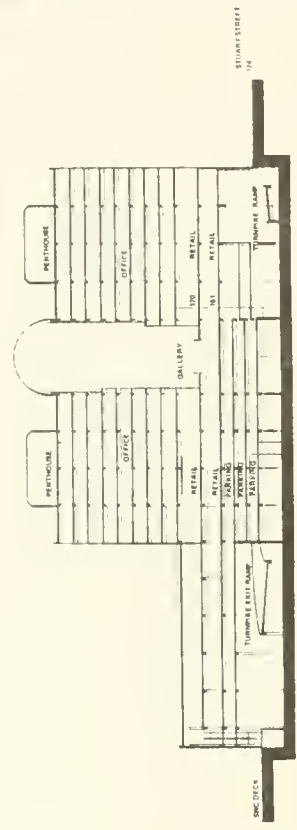
ELEV. 175
 ELEV. 125
 ELEV. 75
 ELEV. 25
 ONE DECK

MARRIOTT HOTEL SECTION



ELEV. 200
 ELEV. 150
 ELEV. 100
 ELEV. 50
 ELEV. 20
 ELEV. 0

LONGITUDINAL GALLERY SECTION

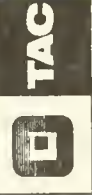


STURGEON STREET

ONE DECK

TRANSVERSE GALLERY SECTION

THE ARCHITECTS: TAC ASSOCIATES, INC.
 100 NORTH BOSTON AVENUE
 CAMBRIDGE, MASSACHUSETTS 02138



PROJECT: 1018
 THE COPLEY PLACE
 1018 BOSTON AVENUE
 CAMBRIDGE, MASSACHUSETTS 02138

Copley Place
 1018 BOSTON AVENUE
 CAMBRIDGE, MASSACHUSETTS 02138

DATE: 11/18/88	SCALE: 1/8" = 1'-0"
DESIGNED BY: TAC	DRAWN BY: TAC
CHECKED BY: TAC	DATE: 11/18/88

SECTIONS

Status of Project

Copley Place is progressing well through the recognizable development stages of early planning and public approvals and through the design development phase in preparation for actual construction. Most components of the Copley Place Project are now in various stages of design development with some early construction contracts for site work and utility relocation nearing completion.

It is extremely important that the Copley Place construction begin on or about October 1, 1980. Delays, beyond October 1, 1980, in starting critical site work (utility relocations, temporary ramp re-alignments, basic traffic design implementation) will mean serious scheduling delays in preparing basic foundation work in the winter of 1980. Until the Massachusetts Turnpike ramps and City traffic patterns are established to permit construction to start, no significant impact can be effected on project schedules. A start beyond October, 1980 means weather delays and Turnpike traffic restrictions which could mean no construction until spring, 1981. Start of site work delays will adversely affect the feasibility calculation for the Copley Place Project. The developer has invested in excess of five million dollars to date in the planning and design development of the Copley Place Project.

The steps in the development process have clear and rigid dependencies. The developer's focus is constantly on the opening of the revenue producing components of the project. To open, the construction must be complete as well as the construction of ancillary support facilities and interior finishes which are needed by that project component for support.

For construction to begin, project designs must be advanced and contract or documents must be completed to the point where firm prices can be established for all major items.

Construction start and many design decisions, however, depend upon the successful completion of the public approvals and permitting processes

dealing principally with environmental approvals and public funding support.

Final design development and permits and approvals should proceed in parallel, although careful coordination is needed for design not to outpace public input.

The status of the public approvals will be discussed in detail within this section. It should be sufficient to make few narrative comments about the status of design and the anticipated construction schedule.

Design

The design process for a large multi-use project like Copley Place is complex. It is possible to say that the entire project is at approximately 35-40% design development completion. Although some portions of the project are advanced to a 70-75% stage, others are in only schematic form.

In architectural terms design efforts progress through three distinct stages: schematic design, design development, and working drawings (the contract documents).

The designs for the relocation of the 42" water line through the Western International site are approaching completion of working drawings. All other designs for site developments contracts (to include new Turnpike ramps, decking over the Turnpike, and street improvements) are more than 60% complete or well into the working drawing completion.

Designs for the Western International Hotel, the Marriott Hotel, and the Central parking, retail and office complex are in various stages of design development.

Construction

The first construction activities (basic site work) should occur in or around October 1 of this year, if the developer is to deliver a completed Marriott Hotel by December 1, 1983, a completed Central Area complex by September 1, 1983, and a finished Housing Component by June 1, 1983. The entire project should be completed by late 1983 or early 1984.

Utility relocations, the temporary ramp over the Turnpike and other site development activities must begin on or about October 1, 1980.

Working drawings for the Western International Hotel must be available by February, 1981 in time for the scheduled construction to start.

Public Approvals and Permits

A comprehensive and detailed public review and approval process must take place before construction can begin.

Copley Place is subject to environmental review under the provisions of the National Environmental Policy Act of 1969 (NEPA), the Massachusetts Environmental Policy Act of 1972 (MEPA), and because of the proximity of sites and districts in the National Historic Register, the National Historic Preservation Act of 1966 (NHPA).

The Massachusetts Turnpike Authority and Boston Redevelopment Authority, and the CRC each review the designs for Copley Place before giving final approval to the development. The MTA and the CRC Design Review Subcommittee are required to approve the designs under provisions of the Lease Agreement. The Public Improvements Commission reviews and approves all street right-of-way changes.

The Federal Highway Administration approves that street changes are in conformance with federal standards if financial support is requested

under the Federal-Aid Urban System program. This is true at Copley Place.

In addition, permits and/or agreements are needed to add to the City sewerage collection system, to connect to the water supply system, to alter railroad clearances, to name only a few.

The following sections briefly describe the status of some of the more important public approval processes.

ENVIRONMENTAL

- Environmental Impact Report/Statement (EIR/EIS)
- 106 Historic Properties Review Process

Environmental Impact Report Statement (EIR/EIS)

The Draft EIR/EIS for Copley Place was submitted for public, federal, state and city review on February 8, 1980. Comments on the draft statement received at the end of the statutory review (45 days) as well as those comments recorded during the March 20, 1980 public hearing are now being answered by UIDC, its consultants, and the Boston Redevelopment Authority.

The Final EIR/EIS is scheduled for submittal in early August. It will incorporate all responses to public comments on the Draft EIR/EIS. Due to a specific request from the Massachusetts Executive Office of Environmental Affairs, a report on the potential pedestrian level wind effects has been prepared and circulated for a 20-day public review period, which ended on July 14, 1980. The report and responses to the comments must be incorporated into the Final EIR/EIS. At this time, all comments on the Draft EIR/EIS have been responded to by UIDC and its consultants.

106 Historic Properties Review Process

The Copley Place site is adjacent to several historic districts and several landmarks on the National Register of Historic Properties. Therefore, a Section 106 Review by the Massachusetts Historic Preservation Officer and the U.S. Advisory Council on Historic Preservation must be accomplished prior to the start of construction. The 106 process was initiated in the summer of 1979 by presenting the basic design of the Project to the Massachusetts Historical Commission and the Boston Redevelopment Authority. The Commission concluded after the presentation that although the design appeared to be sensitive to the surrounding

properties, not enough details were as yet available to make a final determination. Details required include information on materials to be used on the exterior of the buildings, design details, facade and fenestration details, and colors of the materials to be used on the exterior of the buildings.

The 106 process will be completed as soon as the appropriate design details are available for the Historical Commission's review. It is anticipated that the necessary presentations will be held in late July, 1980. A 106 certification is expected in late August.

PERMITS AND EASEMENTS

- Parking Permit
- Water and Sewer Permit
- Easements
- Property Transfers

Parking Permit

The City of Boston is enjoined by the 1975 EPA regulation 40 CFR, Section 52.1135 to freeze the number of parking spaces at the number which existed on October 15th, 1973. Therefore, no new spaces may be created. Parking requirements for any new development must be met by trading or borrowing from city-wide inventory of space not currently in use.

By State statute, the project is exempt from requiring a Parking Freeze Permit. However, the City's Air Pollution Control Commission (APCC) granted a Parking Freeze Permit for a maximum of 860 commercial parking spaces in January, 1978. Two extensions on making final submission of plans have been granted, pending project design finalization.

In the Environmental Impact Statement submitted by UIDC to the federal government, an approximate need for 1,500 parking spaces was estimated. This is approximately 300 spaces less than the number required for the 1978, 2-department store plan. Project parking plans will be complete by late summer and submitted to the APCC for their review. It is not expected that the project will require anymore commercial spaces than the 860 for which a permit has already been granted.

Water and Sewer Permit

A sewer permit to extend the system, a "connection permit," is granted by the Division of Water Pollution Control of the Massachusetts Department of Environmental Quality Engineering (MDEQE). The application for permit is made by the City of Boston Water and Sewer Commission after it is satisfied that the plans and details are adequate and the flows can be accommodated.

To date each of the mechanical and electrical subconsultants for both hotels and the central area have supplied the necessary information to the overall site development consultant, who will, during July, collate this material and submit the formal package to the Water and Sewer Commission. Approval from the MDEQE will take approximately 90 days after submission of the application.

Easements

UIDC's legal counsel is in the process of defining all necessary easements which will be required for the project and all easements required to be extinguished. It has been recommended to the Turnpike Authority that once title to the property has been completely defined and the transfers of property made between the Turnpike Authority and the City, the Turnpike Authority will perform

a confirmatory taking on all of the property within the project boundaries. It is anticipated that these activities will be completed during the month of August.

Conrail has an easement with the Massachusetts Turnpike Authority through the center of the project for the operation of two rail lines currently carrying commuter as well as freight traffic. This easement gives Conrail the right to review plans for the Copley Place project. We will be submitting the latest plans to Conrail for their review in mid-July.

Property Transfers

In order to properly define the boundaries for the Copley Place Project, certain parcels must be transferred between the Massachusetts Turnpike Authority and the City of Boston. For instance, the relocation of Stuart Street will require an even transfer of land between the Turnpike Authority and the City of Boston. In addition, the Turnpike Authority must acquire certain properties in the area of Harcourt and Huntington Streets, which will become part of the Copley Place leasehold. At the present time, discussions are taking place to ensure these transfers occur as efficiently and effectively as possible.

The property transfers must be made simultaneously with the approval of the Public Improvement Commission street improvement plans. It is anticipated that the transfers will be accomplished during the month of August.

DESIGN REVIEW

- PIC Design Approval
- Massachusetts Turnpike Authority (MTA)
- Citizens' Review Committee (CRC)
- Boston Redevelopment Authority

PIC Design Approval

Any changes in right-of-way or discontinuances of public streets within the City of Boston must be approved by the Public Improvements Commission (PIC).

UIDC has prepared a precise set of street plans and curb profiles in a form acceptable to the PIC and the Registry of Deeds and necessary for the Copley Place development.

These plans will be submitted during July and August at public hearings before the PIC. It is anticipated that the Commissioners will approve the plans at the end of the public hearing after having weighed any and all public comment.

While PIC plans have been available since early May, a request for a public hearing has not been filed, awaiting the completion of all necessary property transfer graphics and legal descriptions. These must also be approved by the PIC, and will be handled jointly with the PIC plans for new street lines during late July and August.

Massachusetts Turnpike Authority (MTA)

Under the terms of the air rights lease signed by UIDC and the MTA, the MTA has the right of design review and approval for all elements of the Copley Place design. The Citizens' Review Committee

was also formed under the lease terms to serve as a public forum to facilitate public input to the design process.

The MTA is particularly interested in those design elements which could potentially affect operations of the Turnpike, such as street and exit ramp designs, temporary traffic re-routing, and construction sequencing.

The MTA has reviewed land transfer plans, the PIC plans, and the Draft EIR/EIS, offered comments and recommendations and has approved the elements of the site development design.

The MTA will rely heavily upon the CRC process for design review of the Copley Place development features exclusive of those which are site development or traffic related.

Those elements of most concern to the MTA will be finalized and formal MTA approval offered during the next two months. The CRC design review process will also begin in July.

Citizens' Review Committee (CRC)

In compliance with the terms of UIDC's lease with the Massachusetts Turnpike Authority (MTA), a Citizens' Review Committee (CRC) has been studying the impacts Copley Place will have on business and residential communities adjacent to the development site. The CRC, which has been formally convened since April, 1977, has a membership of approximately 350 individuals, representing neighborhood associations, business interests, government agencies and trade organizations.

Following the CRC's Final Recommendations, a set of guidelines to be used by the developer in the planning and design of Copley Place, workshop groups studied areas of concern including jobs,

land use, traffic, housing, environmental and economic impacts. However, the changes in the Copley Place program last spring, from a three-department store plan to one with both hotel and retail concentration, necessitated a new CRC review, and triggered, as well, a new MTA lease.

The CRC reconvened in April 1979 to review the workshop findings in light of the new project program and study impacts which the altered plan may have created. A series of workshops re-examined the topics of program design, environmental concerns, public benefits-public funding, transportation planning issues, retail and housing impacts. CRC members also had the opportunity to participate in a number of public hearings that were held on these same topics.

Having examined all other issues, the CRC will undertake its final area of review, that of design, from July to September. Upon completion of the Design Review Subcommittee agenda, the Subcommittee will submit a report to the MTA. This report will contain recommendations as to the design elements presented to them during July, August and September. The report will assist the MTA in their final approval of the project which will be a green light to UIDC to continue working drawings and schedule construction activities.

Boston Redevelopment Authority (BRA)

The Boston Redevelopment Authority (BRA) is the recognized planning arm of the City of Boston. In the case of Copley Place they are also acting as the representative of the federal Department of Housing and Urban Development (HUD) as it relates to the environmental review process.

During the last several years, the BRA has overseen the planning and development of the Copley Place Project and has been a prime mover in the application for Urban Development Action Grand Funds and the submission of the Draft Environmental Report. The Authority, the developer, and the team of consultants are currently compiling the Final EIS/EIR for Copley Place.

The BRA is currently reviewing the plans and outline specifications associated with the early stages of design development for the major components of the project. They are concentrating on those areas of the development considered public pedestrian spaces found along the perimeter of the project site where the project borders public rights-of-way. The Authority is also focusing on the architectural expression of the project and how the choice of exterior materials, colors, banding, and facade treatments in general affect the public's perception of the project and the surrounding neighborhood.

PUBLIC FUNDING

- UDAG Funding
- Urban Systems

UDAG Funding

The Urban Development Action Grant application for Copley Place was submitted to HUD on April 30, 1980. The application requests approximately \$19.7 million dollars of UDAG funds of which \$18.8 million would go to the Copley Place project. Of the \$18.8 million, \$3.8 million would be granted directly to the project and \$15.0 million would be loaned.

HUD determination on the UDAG application can be made only after UIDC submits evidence of firm financing commitments for the entire capital of the project. UIDC is targeting the submission

of these commitments by September 1, 1980. Response by the BRA to the Administrative Complaint will be submitted on or about August 1, 1980. This will produce a HUD decision on September 30, 1980. If the decision is to make a preliminary award, construction can commence as soon as all environmental approvals and permits are obtained (environmental approvals are currently anticipated by mid-September). HUD preparation and execution of contract documents normally requires approximately 1 - 2 months after the preliminary award. At that time UDAG funds would be made available to the Project.

Boston City Council attached several amendments to the UDAG application which will require their review prior to the release of UDAG funds, once they become available to the City.

Urban Systems

Federal-aid Urban Systems funds are apportioned annually by the federal government to the Massachusetts Department of Public Works for projects on the federal-aid Urban Systems network. The federal share of the cost is 70%, the state supplies the remaining 30%.

In the case of the Copley Place project, Huntington Avenue, Stuart Street, and Dartmouth Street are designated routes in the Boston Urban Systems network, and work to improve safety and traffic flow on these streets is eligible for federal funding support.

UIDC has requested federal-aid Urban Systems funds for six site construction activities:

1. Relocation of Stuart Street from Huntington Avenue to Dartmouth Street
2. Modifications to Huntington Avenue from Harcourt Street to Dartmouth Street
3. Improvements to Dartmouth Street
4. Improvements to Harcourt Street
5. A pedestrian bridge over Huntington Avenue from Copley Place to the Prudential Center
6. Landscaping associated with the above street improvements

The Federal Highway Administration's (FHWA) commitment to fund and carry out the improvements is not finalized until they have received 100% (complete) contract documents in compliance with the FHWA standards. Two stages of partial plan submission are required: at the 25% stage, and at the 75% stage.

UIDC is approximately one-third of the way through the process. 25% plans were submitted to the City of Boston on January 23, 1980. At the same time UIDC requested a finding in favor of no Section 4F Statement. The City reviewed the plans and forwarded them to the MDPW, which in turn reviewed them and forwarded them to the FHWA on March 10.

UIDC has received the FHWA comments on the 25% plans (June 4, 1980). Our consultants are now addressing those comments and continuing with the 75% stage documents. FHWA has decided that no 4F Statement will be required and no separate additional public hearing will be necessary.

OTHER

- Housing
- Real Estate Taxes

Housing

UIDC is currently engaged in concept level design studies for the housing component of the project. In addition, we are continuing discussions with MHFA and HUD as to the most appropriate means of providing the required 25% subsidized units. An architect for the housing, who will work directly with The Architects Collaborative as the overall project master planners, is being selected by August 1, 1980, and will engage in an intensified effort to produce schematic designs by mid-August.

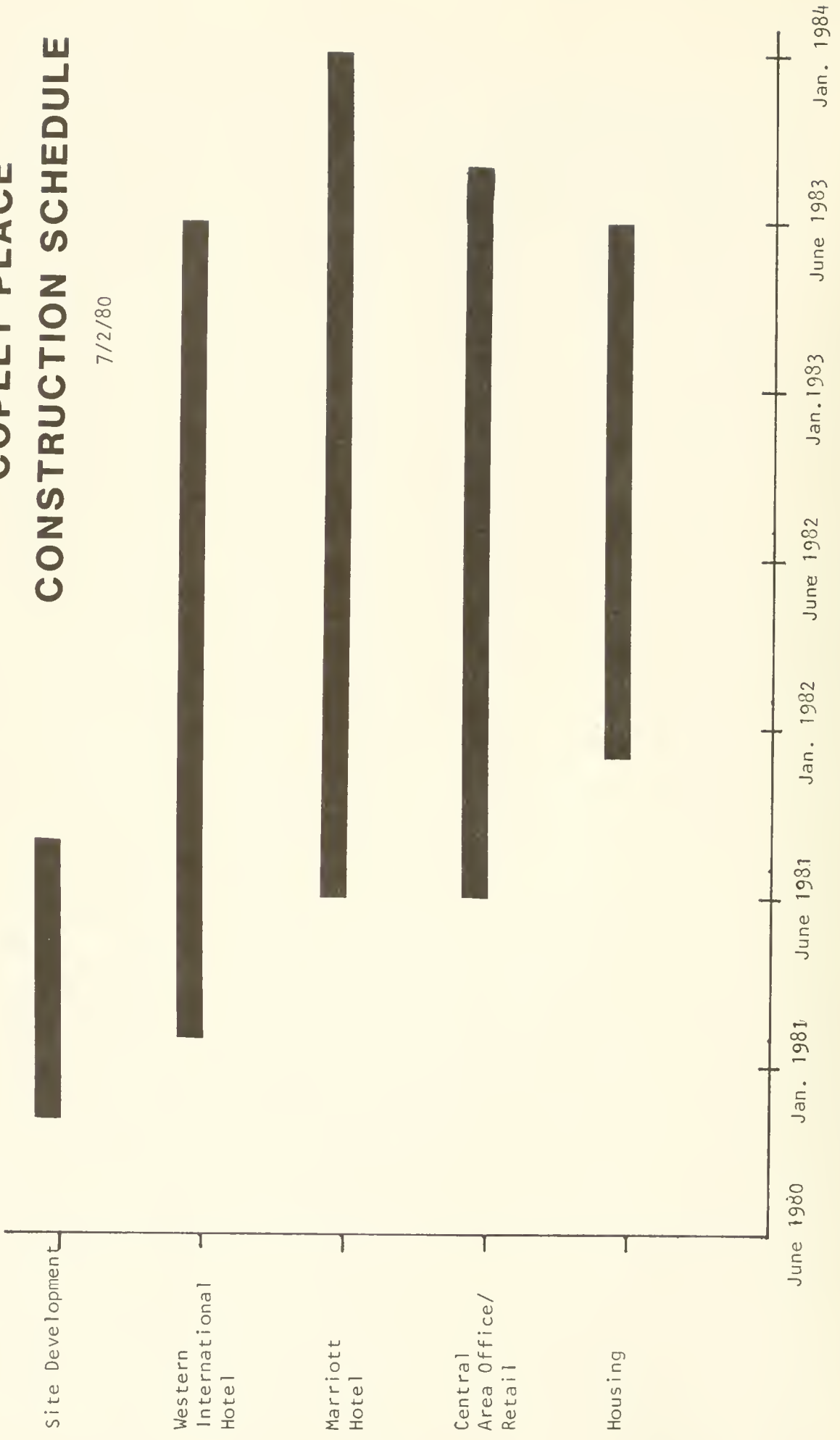
The housing component of the project will be opened simultaneously with the first project component. It is anticipated that the housing will be opened in the summer of 1983. As such, construction will not begin until the spring of 1982. UIDC anticipates that housing financing commitments and subsidy commitments will be applied for in the fall of 1980 and should be secured by the fall of 1981.

Real Estate Taxes

UIDC is currently in negotiations with the City of Boston on a real estate tax agreement. It is anticipated that an agreement will be finalized by September 1.

COPLEY PLACE CONSTRUCTION SCHEDULE

7/2/80



Citizens' Review Committee

Participation by the public in reviewing a project the size, scope and complexity of Copley Place has been unprecedented in Boston and possibly anywhere else in the country. The three year involvement of the Citizens' Review Committee has been so all-encompassing that a recitation of the process is inseparable from a delineation of the project's pre-development and planning history.

Therefore, a narrative of CRC activities appears throughout the section of this information compendium which is entitled "History of Copley Place." For referencing the range of CRC involvement, a chronology of meetings and workshops appears here. Copies of the "Copley Square Mass. Pike Site Interim Report" and the "Copley Square Final Recommendations" are available and will be useful references to citizen activity. The legal definition of both the Citizens' Review Committee and the Design Review Subcommittee can be found in the next section entitled "Design Review Subcommittee."

Also appearing in this section is a statement by Frank Keefe,* then Director of the Office of State Planning, a department of State government (no longer in existence) which oversaw the CRC. It gives further definition to the intent of the CRC.

The Massachusetts Turnpike Authority managed the CRC. Dr. Tunney Lee, Professor of Environmental Design at the Massachusetts Institute of Technology, has been retained since 1977 by the Massachusetts Turnpike Authority to lead the CRC process and to oversee the preparation of the guideline recommendations for reviewing the project plans. He will also perform the same function for the Design Review Subcommittee. Additionally, Dr. Lee has recorded minutes of the meetings and has kept an account of CRC membership since its inception.

*Excerpted from "Copley Square Final Recommendations"

Although the CRC formally concluded May 31, 1980, citizen participation opportunities have not come to an end. In addition to the review by the Design Review Subcommittee, which begins July 17, the public will have many other possibilities to remain involved in the development and approval process prior to ground breaking. Information included in this handout outlines those opportunities, enumerates other public information sources, and serves as a guide to related developer activities.

UIDC is hopeful that any interested individual or group will avail themselves of past and present public information and will participate in upcoming forums. The open decision-making process has been reflective of the desire of State and City government to work cooperatively with an interested developer on a site with significant development impediments. At the same time, it has ensured full and active participation by public agencies, neighborhood and business organizations, and concerned citizens. And for all those individuals and groups interested in Copley Place, as well as for the developer, Copley Place has evolved into a more integrated, exciting, and viable project.

LIST OF MEETINGS

1977

Information and Concerns

May 19: Orientation
June 2: Legal and Traffic Issues
June 9: Physical Constraints
June 16: Development Economics, Business Impact, and
Community Economic Development
June 23: Scheduling and Summary
Traffic Working Group
June 30: Interim Report Distribution

Recommendation Development

July 7: Community Economic Development
July 13: St. Botolph Working Group
July 14: Impact on Back Bay Businesses
July 15: Working Group on Business Opportunities
July 26: Working Group on Jobs and Training
July 28: Preliminary Physical Design Presentation
July 29: Working Group on Business Opportunities
August 4: Neighborhood Stabilization
August 12: Working Group on Business Opportunities and Jobs
August 18: Draft Recommendations and Revised Schematic
Design
September 8: Comments and Revisions of Draft submitted to CRC
September 16: Discussion of Revisions
September 22: Recommendation submitted to State, MBTA, developer

1978

June 15: Introductory Meeting
July 6: Environmental Impact Review
July 13: Pedestrian and Design Issues
July 20: Economic Impact
July 26: Traffic Impact
August 3: Social Impact
August 10: Summary Meeting and Recommendations

1979

February 22: Review of necessity for Copley Place re-study
May 24: General meeting to start new round of CRC meetings (UIDC handout #1)
May 31: Review of new design and program (UIDC handout #2)
June 14: Review of public benefits and public funding requirements (UIDC handout #3)
June 27: Transportation planning issues - session I, Methodologies (UIDC handout #4)
July 12: Environmental issues - session I. Outline of proposed EIR/EIS (UIDC handout #5)
August 2: Review of scope of services for retail and housing impact studies (No handout for meeting #6)
August 9: **T**ransportation Planning issues - session II (UIDC handout #7)
August 16: Design review and housing review (No handout for meeting #8)
August 30: Environmental issues - session II. Geology, energy conservation, noise, historic properties, wind, air quality (UIDC handout #9)
September 6: Environmental issues - session III. Traffic and air quality (UIDC handout #10)
September 20: Workshop on housing impact report. (ERA handout no UIDC handout)
November 8: Meeting on Public Approvals Process
November 12: Meeting on Retail Impact Study
November 15: Meeting on Housing Impact Study

1980

March 6: EIR/EIS Review
April 14: UDAG Review
July 17: Design Review Subcommittee kick-off; project update

Design Review Subcommittee

The Design Review Subcommittee begins its review of Copley Place on July 17 in a general CRC meeting where current design and a project update will be presented. Subsequent DRSC meetings, open to the public, are schedule throughout the summer.

The DRSC members were selected by the CRC membership and will conduct their review officially on behalf of the MTA. Recommendations by the DRSC are scheduled to be made to the Massachusetts Turnpike Authority in mid-September at the conclusion of their review period.

SCHEDULE OF MEETINGS

- | | |
|---------------|---|
| July 17: | General CRC meeting: Project update, design presentation; kick-off for Subcommittee |
| July 24: | Design Review Subcommittee Meeting: Massing #1 |
| July 31: | Design Review Subcommittee Meeting: Massing #2 |
| August 7: | Design Review Subcommittee Meeting: Geology, hydrology, wind, energy |
| August 14: | Design Review Subcommittee Meeting: Pedestrian edges, interior ways, housing |
| August 21: | Design Review Subcommittee Meeting: Pedestrian linkages |
| August 28: | Design Review Subcommittee Meeting: Materials/surface treatment |
| September 11: | Design Review Subcommittee Report |

On April 18, the Massachusetts Turnpike Authority entered into a six-month Memorandum of Understanding (M.O.U.) with Great Bay Co. and Urban Investment and Development Company (UIDC) during which Great Bay Co. and UIDC will engage in engineering and market analyses and the Turnpike Authority will refuse to negotiate or lease its Copley Square land and air rights to any other party. A 60-day period beyond the six months is provided in which Great Bay Co., UIDC, and the Turnpike Authority must execute an option agreement. If no such agreement is reached, the obligations of the MOU terminate.

In order to guarantee that the best interests of the Commonwealth, City, and the adjacent neighborhoods are served, the Governor has asked that the Development Cabinet take the lead role during the six-month analysis in evaluating environmental constraints and community desires. The Office of State Planning will coordinate the involvement of the Development Cabinet to ensure that the views and values of neighborhood groups and city officials are integrated into both design and environmental studies. The Turnpike Authority will enter into contracts for consultant services to be available to the Development Cabinet and the Citizens Advisory Group on design, environmental, and community issues.

At the end of six months, everyone will have a full understanding of the constraints and opportunities at Copley Square, and a decision can be made by both the developer and the state and the city public sector agencies as to whether it makes sense to proceed into an option.

This decision-making process is reflective of the desire of state and city government to work directly and cooperatively with an interested developer of proven record on a site with significant development impediments while ensuring full and active participation by public agencies and community groups to promote an appropriate and acceptable project.

FRANK KEEFE, DIRECTOR

OFFICE OF STATE PLANNING

Source: Copley Place Citizens' Review Committee,
"Final Recommendations"

LIST OF MEMBERS

Copley Place Design Review Subcommittee

Boston Redevelopment Authority	Bob Kroin	722-4300
Boston Society of Architects	Terry Rankin	492-7000
Boston Landmarks Commission	John Harrell	722-4300
Back Bay Architectural Commission	Mace Wenniger	722-4300
Massachusetts Historical Commission	Pat Westlunsky, Joseph Orphant	727-8470
South End Historical Society		536-4445
Ellis Neighborhood Association	Ken Gritter	542-5891
South End Project Area Committee	Joan Wood	266-5526
Neighborhood Association of the Back Bay	Anne Newton, Malcolm Davis	267-1727 523-5244
Trinity Church	Daniel Coolidge	742-1400
Southwest Corridor - MBTA	Janet Hunkel	523-8300
Tent City Task Force	Libby Seifel	
Back Bay Federation	Stu Robbins	482-8470

Pages 105 through 110 are excerpts regarding the Design Review Subcommittee from:

AMENDED AND RESTATED
LEASE
MASSACHUSETTS TURNPIKE AUTHORITY
to
URBAN INVESTMENT AND DEVELOPMENT CO.
of
COPLEY PLACE
BOSTON, MASSACHUSETTS

Signed By The Parties
and Approved by
Governor Michael S. Dukakis
December 22, 1978

Amended by the Parties
and Approved by
Governor Edward J. King
January 31, 1980

SCHEDULE C

CONSTRUCTION AGREEMENT TO BE ATTACHED TO THE LEASE INDENTURE BETWEEN MASSACHUSETTS TURNPIKE AUTHORITY AND URBAN INVESTMENT & DEVELOPMENT CORPORATION DATED AS OF DECEMBER 22, 1978 AND BEING THE CONSTRUCTION AGREEMENT REFERRED TO IN SECTION 11.1 OF SAID LEASE INDENTURE.

REVIEW PROCESS

Landlord and Tenant will continue the Citizens' Review Process, and the Citizens' Review Committee which they have carried on since early April 1977 until the Commencement of Construction Date or the end of May, 1980, whichever is earlier. The Landlord will continue to provide a consultant and staff for this process and the Tenant will continue to participate in the process as it has prior to the execution of this lease. Said consultant shall serve as the Chairman of the Citizens' Review Committee, and of the Design Review Subcommittee established in the following paragraph. The Citizen's Review Committee may advise the Landlord and the Tenant on such matters relating to the development as the Landlord may prescribe, including but not limited to the following:

(a) the relationship of the proposed deck over the Southwest Corridor transit line to be constructed by the Massachusetts Bay Transportation Authority from Dartmouth Street to Yarmouth Street, to the development;

(b) construction of at grade and below grade pedestrian connections between the development and the Back Bay Station;

(c) feasibility of implementing shuttle bus service linking the development to the Prudential Center/Boylston Street/ Newbury Street retail areas, and various off-site parking areas;

(e) construction of pedestrian connections between the development and the Prudential Center Area; and

(f) the development of advisory programs to assist the Tenant and the City of Boston in mitigating any potential adverse parking impacts the development may have on surrounding neighborhood

Review and approval of the Tenant's design plans is, except to the extent of (i) the City of Boston's interest under its agreement with the Landlord dated January 29, 1970 and (ii) Boston Redevelopment Authority design review procedures under G.L. c. 121A and Chapter 652 of the Acts of 1960, totally within the control of the Landlord. Nevertheless, the Landlord will involve in this process, for the benefit of the Landlord and Tenant and the community, a subcommittee of the Citizens' Review Committee (hereinafter called the Design Review Subcommittee, which will continue in existence notwithstanding the discontinuance of the Citizens Review Committee) to be appointed by the consultant, to whom Landlord will from time to time submit for review and comments Tenant's design plans and specifications in accordance with the provisions of Article 11.1 of this lease. Said Design Review Subcommittee will be responsible for advising Landlord with respect to the Guidelines contained in the Final Recommendations for Copley Square submitted by the Copley Square Citizens' Review Committee on September 22, 1977, specifically with respect to, but not limited to, the following:

(a) providing for active retail uses especially along Dartmouth and Stuart Streets, and active uses and other visual interests along all portions of the development abutting public streets;

(b) providing for a compatible integration of the development which complements and reinforces the scale and texture of surrounding areas, particularly with respect to the treatment of those portions of the development which are visible to the surrounding residential areas;

(c) providing for pedestrian movement and linkage from the Boston Public Library to Columbus Avenue;

(d) providing an adequate number of pedestrian rights-of-way around and through the development, which shall be well lit, clearly marked, accessible to the handicapped, and which protect the pedestrian from excessive wind turbulence, noise and fumes, including the provision of a landscaped walkway from Harcourt Street at the end of St. Botolph Street to Huntington Avenue; and

(e) providing for the softening of facades of all buildings through the use of appropriate materials, irregular setbacks, landscaping, and the like.

OTHER DESIGN AND CONSTRUCTION MATTERS

The Tenant will provide a suitable memorial, preferably somewhere in the retail mall area, for the late Daniel Ahern, for many years the president of the Back Bay Association.

In matters such as massing, access, live edges, underpasses, landscaping, vehicle access points and the like, the Tenant will be guided in its design and the Landlord in its design review by the concepts which have arisen through the Citizens' Review

process as reflected in the published recommendations resulting from such process, but will not be bound to do so whenever, in the judgment of the Authority, it would be inconsistent or in conflict with its primary duty to provide for safe, continuous and uninterrupted operation of the Boston Extension of the Massachusetts Turnpike Authority.

ARTICLE XI -- CONSTRUCTION

Erection of Buildings by Tenant

11.1 Tenant will construct on the Demised Portion a number of buildings and other improvements in accordance with Tenant's draft and final environmental impact reports and the comments of the Secretary of Environmental Affairs thereto, of which the principal elements will be hotels, office buildings, an apartment structure, and department stores, together with related parking facilities, stores shops, restaurants, theatres and sports facilities. In erecting such buildings the Tenant shall be entitled to the support provided in Article IV and Tenant agrees that the construction of such buildings shall be in accordance with the terms of Schedule C attached hereto and made a part hereof. Tenant shall furnish to the Landlord and Landlord will furnish to the Design Review Subcommittee of the Citizens' Review Committee (herein called the Design Review Subcommittee) established pursuant to Schedule C of this lease, the plans and specifications for the proposed buildings and appurtenances thereto. It is contemplated that Tenant will furnish to the Landlord preliminary plans and specifications, and that the Landlord will make the same available to the Design Review Subcommittee and, with the advice of the Design Review Subcommittee, will offer suggestions and establish requirements for changes and additions to the plans and specifications, which changes and additions will be incorporated into revisions of plans and specifications until, by a continuous process of revision and review of plans and specifications, final plans and specifications are submitted by the Tenant

to the Landlord and by Landlord to the Design Review Subcommittee. Landlord, with the advice of the Design Review Subcommittee, shall have thirty (30) days from the date of delivery of such final plans and specifications to approve the same or indicate in writing to the Tenant its specific objections thereto.

Public Participation Opportunities

There are a number of opportunities where the public can be involved at hearings and meetings having to do with the permitting and approval process prior to the start of construction. This is a list that enumerates those opportunities.

SCHEDULE

<u>Date</u>	<u>Reviewing Agency/Group</u>	<u>Subject of Review/Hearing</u>
Mid-July	Executive Office of Environmental Affairs; public review	EIS Wind Impact Study review
July 24	Design Review Subcommittee meeting	Massing, #1
July 31	Design Review Subcommittee meeting	Massing, #2
August 7	Design Review Subcommittee meeting	Geology, hydrology, wind energy
Begin of Aug.	Public Improvements Commission Public hearing	Street alterations and discontinuances, and property transfers
August 7	Executive Office of Environmental Affairs Public review period begins	Final EIR/EIS
August 14	Design Review Subcommittee meeting	Pedestrian edges, interior ways, housing

Date	Reviewing Agency/Group	Subject of Review/Hearing
Mid-August	Department of Public Utilities Public hearing	Variance on clearance above B&A railroad tracks
August 21	Design Review Subcommittee meeting	Pedestrian linkages
August 28	Design Review Subcommittee meeting	Materials/surface treatment
September 7	Executive Office of Environmental Affairs Public review period ends	Final EIR/EIS
September 11	Design Review Subcommittee report to MTA and public	Design Review Subcommittee report

Status of Other Issues

UDAG ADMINISTRATIVE COMPLAINT

With regard to a UDAG for Copley Place, Greater Boston Legal Services attorneys' representing a consortium of citizen groups, filed an Administrative Complaint with the U.S. Department of Housing and Urban Development on June 5, 1980.

They contend that Boston is not qualified to receive UDAG funds; that the developer has not demonstrated need for federal funds; that HUD has not lived up to its mandate on granting and administering the award of federal funds; that certain environmental impacts occurring at the Copley Place site are unacceptable; that building Copley Place will cause significant housing displacement; that affirmative action goals for employment are not acceptable. (Further information is available from Greater Boston Legal Services.)

Since the Complaint has been leveled at the City of Boston, the BRA, as the UDAG applicant, is required to respond to HUD to the charges made in the Administrative Complaint.

The developer does not take an active role in answering the Complaint. However, as the intended recipient of UDAG funds, UIDC has requested the opportunity to review the BRA's response prior to its transmittal to HUD.

TENT CITY

UIDC has consistently maintained the position that a viable development on the "Tent City site" was desirable and would serve to enhance the entire area as well as an operational Copley Place.

UIDC's support and commitment is evident in the UDAG Application for Copley Place. Of the request for \$18.8 million, 80% is to be a loan, with only \$3.8 million, or approximately 20%, as a grant. Further, repayment of the \$15 million loan will go into a Neighborhood Improvement Fund, designed specifically to benefit the upgrading of Boston neighborhoods with projects of the type proposed for the Tent City site. This repayment will total approximately \$42 million over the 27-year life of the loan.

However, it has not been within the purview of UIDC to suggest the type of use for the site, nor to promote a proposed developer. Issues which have revolved around designating development on the site, selecting a developer, and approving the type of use are matters the resolution of which are the jurisdiction of the City of Boston, the Boston Redevelopment Authority, the owners of the property, the proposing developers and local public interest groups.

Should it be determined that the site is to be put to active use, UIDC will make every effort to work cooperatively with the developers, the City and the citizens to ensure cohesive projects and to confirm integration with the neighborhoods.

DEVELOPMENT AGREEMENTS

The first major component of the project, to be named the "Hotel Boston at Copley Place" will be developed and owned in a joint venture between Urban Investment and Development Co. and Western International Hotels. The hotel will be operated for the joint venture by Western International Hotels. All business agreements are currently in the final stages of completion. These include the joint venture partnership agreement, a project management agreement, a pre-opening services agreement, and a hotel operating agreement.

The second major hotel component of the Copley Place Project is the Marriott Hotel which will be developed in a joint venture between Urban Investment and Development Co. and the Marriott Hotel Corporation. Marriott will act as the project manager for the development of the hotel and will be the hotel operator. It is anticipated that final partnership and operating documents will be completed within the next two months. All major business terms of the joint venture and operating agreements have been incorporated into a letter of intent which will be executed by August 1, 1980.

The specialty department store is the next major component of the project. UIDC has secured Neiman-Marcus as the specialty store tenant. A letter of intent outlining the basic terms of the lease agreement has been executed.

It is anticipated that UIDC will be the sole developer of the remainder of the project, including the retail mall, office buildings, parking, and housing. Initial office leasing discussions have been held with a number of potential major tenants. However, no commitment for space has been made at this time. Because of the strong office market, commitments will not be required prior to the start of construction. In addition, UIDC has held very preliminary discussions with retailers, but no commitments beyond the Neiman-Marcus store have been secured as yet.

PROJECT FINANCING

UIDC is currently engaged in discussions with several major commercial banks to provide financing for the project which will permit construction to begin and provide funds to complete construction and open all project components. It is anticipated that the final terms of the financing package for the project will be completed by mid-August and preliminary letters of commitment prepared and available to forward to HUD by September 1. This evidence of the availability of financing is required before HUD can make a preliminary award of UDAG funds.

Appendices

- Appendix A - Copley Place Public Benefits
- Appendix B - Public Agencies/Officials/UIDC Personnel
- Appendix C - Public Information Materials
- Appendix D - UIDC/BRA Press Release Re: UDAG Delay
- Appendix E - Affirmative Action Goals for Copley Place Employment
- Appendix F - Summary of Content Included in the Final EIR/EIS

APPENDIX A

Copley Place Public Benefits

The benefits which will accrue from Copley Place both to the general citizenry as well as to commercial interests in Boston, are significant. Enhancing the area architecturally; rejoining two neighborhoods physically and psychologically; creating thousands of new construction and permanent jobs; generating millions in new tax revenue from a currently unproductive site; and bringing new shoppers and visitors to the area are primary examples.

UIDC presented a recitation of public benefits to the BRA and the CRC in November, 1979. This appendix is an update of that report reflecting changes which have occurred in the program since last June.

COPLEY PLACE PUBLIC BENEFITS

TABLE OF CONTENTS

Introduction

I. Economic Benefits

II. Environmental Benefits

III. Community Benefits

IV. User Benefits

V. Urban Design Benefits

INTRODUCTION

Encompassing approximately 3 million square feet of office, hotel, retail and housing uses, Copley Place will have an important impact on commerce, tourism and social life in the City of Boston and the Commonwealth of Massachusetts.

Major benefits will include:

- Over \$5 million a year in new revenue from property taxes for the City of Boston
- \$15 million in new revenue for the Commonwealth of Massachusetts and the City of Boston
- an average of 650 construction jobs per year for 3 years
- 6,280 new permanent jobs

Statistics alone, however, do not convey the project's full range of public benefits:

- Environmental improvements will accrue from the coverage of open railroad tracks and highway lanes
- Special employment provisions will target a portion of all construction and permanent jobs for minorities and community residents
- Design features will enhance pedestrian convenience, encourage transit ridership, and help blend new construction with nearby historic structures

The construction of Copley Place will symbolize renewed confidence by the private sector in the viability of inner-city urban development. The following report explains many of Copley Place's benefits in greater detail.

I. ECONOMIC BENEFITS

A. DIRECT BENEFITS

The construction and operation of Copley Place will produce significant employment and tax benefits to the City of Boston and the Commonwealth of Massachusetts. The site currently does not generate any tax revenue or jobs. The Appendix provides details of the direct benefits which are summarized as follows:

EMPLOYMENT

a. Total New Permanent Employment	6,280
b. Construction Employment	650 (average jobs per year for three years)

ANNUAL TAX REVENUES DURING OPERATION

a. Real Estate Taxes ¹	\$ 5,418,000
b. Sales and Meals Taxes ²	\$ 5,516,260
c. Hotel Room Occupancy Taxes ²	\$ 2,188,441
d. Income Taxes from New Permanent ² Employment	\$ 7,020,884

TOTAL ANNUALLY: \$20,143,585

TAX REVENUES DURING CONSTRUCTION (THREE-YEAR PERIOD)

a. Estimated State Income Taxes Paid on Construction Wages ²	\$ 2,280,717
b. Sales and Use Taxes on Purchases of Materials and Equipment ²	\$ 3,868,750

TOTAL DURING CONSTRUCTION: \$ 6,149,467

1. UIDC Estimate.
2. UDAG Application, April 30, 1980 - includes methods for arriving at estimates.

B. INDIRECT BENEFITS

INCREASE IN TOURISM

Tourism, an increasingly important segment of Boston's economy, will be boosted by Copley Place because of its exciting hotel and retail environment and eventual role as a national tourist attraction. Copley Place's two new hotels with their 1,700 rooms will be an important source of new tourism for the Back Bay and the City of Boston. In July, 1979, the Boston Globe reported that Boston's shortage of hotel rooms caused cancellations of two major conventions, costing Boston and Massachusetts more than \$8 million dollars in lost revenue. Copley Place will help alleviate this shortage and promote Boston as an important national convention center.

Copley Place's new retail stores and services will also attract new tourists to Boston. The success of Faneuil Hall Market Place has demonstrated that tourists are lured not only by the City's historic sites, but also by its retail and entertainment facilities. Copley Place's combination of stores, key location, merchandise quality, and exciting design will become a focus in the Back Bay. It will be an attractive starting point for tourists conventioners and business travelers wishing to explore the Back Bay and downtown Boston.

INCREASE IN BACK BAY RETAIL SALES

Copley Place is expected to draw regular shoppers from not only the metropolitan area, but all of New England. Many new shoppers will be drawn into the Back Bay for the first time, and current Back Bay shoppers can be expected to shop the area more often. Because of its combination of facilities, Copley Place will also generate a new population of shoppers with its own employees and hotel visitors. Both groups are expected to "spin-off" sales into the Back Bay and other retail areas within the city. A consultant for the Boston Redevelopment Authority has conservatively predicted that in its first stabilized year of operation Copley Place "spin-off" sales will contribute \$17 million to Boston retail sales. Of this amount, \$14 million would be realized by businesses in the Back Bay.

The leasing concept for Copley Place will be similar to that used for Urban's Water Tower Place complex in Chicago, which complements the street level shops on nearby North Michigan Avenue. The results: since Water Tower Place's 1975 opening, overall sales on North Michigan Avenue, exclusive of Water Tower Place increased by 62% between 1975 and 1977, from \$65 million to \$105 million. The \$90 million in sales generated by Water Tower Place, in 1977 was paralleled by a \$40 million increase in sales by other retailers on the Avenue. Copley Place is expected to have a similar effect of Boston's Back Bay.

II. ENVIRONMENTAL BENEFITS

Today, the 9.5 acre site that will become Copley Place offers little environmental quality. The open site is crisscrossed by six depressed lanes of the Turnpike, three exit ramps, and commuter rail lines. The open site remains unlandscaped and, except for the small parcel facing Copley Square, it is inaccessible to the public. Construction of Copley Place, however, will markedly improve the area's environmental quality in the following ways:

REDUCTION OF SITE AIR AND NOISE POLLUTION

On an average week day, over 84,000 cars and trucks, and 122 train cars pass the Copley Place site releasing auto exhaust, diesel fumes and noise. Currently, pedestrians and residents receive the full impact of these pollutants. Copley Place will completely enclose the site, thereby drastically reducing the Turnpike traffic and train noise. Fumes from these sources will be mechanically collected and vented well above street level which will improve air quality.

REMOVAL OF BLIGHTING NEIGHBORHOOD INFLUENCES

The difficult site condition has discouraged both development of the site itself and redevelopment of adjacent vacant or underutilized land. With the development of Copley Place, prospects for private and public re-investment in these parcels will be greatly improved.

ENCOURAGEMENT OF TRANSIT USAGE

Located next to the new Back Bay Station Transportation Center, Copley Place will offer direct, weather-protected connections for mass transit, commuter rail, and Amtrak patrons which will number an estimated 30,000 each week-day.

III. COMMUNITY BENEFITS

Prior to executing a lease agreement with the Massachusetts Turnpike Authority for Copley Place, Urban Investment and Development Co. agreed to undertake an extensive community review process, and The Citizens Review Committee was established. For over two years, public meetings and workshops were held covering topics ranging from environmental impacts to local economic patterns. The process resulted in many significant project changes which will benefit the surrounding communities, including:

NEW HOUSING

Copley Place will include between 100 and 150 new rental or condominium housing units. At least 25% will be available to low and moderate-income households. The design of the housing will closely reflect the height, density, materials, and scale of the nineteenth century residential buildings around it. Units will face onto the new landscaped Southwest Corridor deck and Harcourt Street.

COMMUNITY JOBS AND AFFIRMATIVE ACTION

The development's construction hiring program is designed to provide employment opportunities to residents of Boston, women, minorities, and residents of the neighborhoods surrounding the project. At least 25% of the contractors' person-hours on the site are to be filled by members of minority groups, and good faith efforts are to be made to exceed this minimum percentage. Best efforts will be made to grant 50% of construction jobs to Boston residents and 10% to females.

Goals for hiring the estimated 6,200 new permanent employees in Copley Place include:

- 30% minorities
- 17.2% Impact Area residents

- 50% women
- 50% City of Boston residents
- Good faith efforts to offer appropriate job opportunities for handicapped persons

Enforcement of these provisions is to be coordinated through a Compliance Officer hired by the Massachusetts Turnpike Authority who shall make his or her work available to the members of a Liaison Committee made of representative of public agencies and community groups

CONVENIENCE FOR COMMUNITY RESIDENTS

Copley Place will provide the community with a host of shopping, entertainment, restaurant and athletic facilities, many of which are not currently available in the Back Bay or South End. In addition to the convenience of these regional attractions, special provisions have been made to provide community-oriented stores at below market rents.

SAFE, ATTRACTIVE COMMUNITY GATHERING PLACE

Copley Place will transfer "a blighted" area into an active pedestrian center. Both outdoor and indoor spaced will be maintained and patrolled by Copley Place personnel. The entire facility will open early in the morning to receive employees and visitors and the entertainment facilities will remain open until late at night. Shopping at Copley Place will conform to the normal hours of surrounding stores. Landscaping, lighting, maintenance and security will extend around the periphery of the project, enhancing the appearance and safety of adjacent neighborhoods and providing public accessways where none currently exist.

NEIGHBORHOOD IMPROVEMENT FUND

Repayment of the loan portion (\$15.0 million) of the UDAG grant will become part of a Neighborhood Improvement Fund to be established by the BRA. This type of program will allow the maximum use of federal monies which have been granted to help finance projects in Boston which qualify for this type of assistance.

The BRA is responsible for designing this program. In reviewing the requests for UDAG funds, the Boston City Council amended the application to provide the Council the right to review this program and the reallocation of its funds.

A UDAG loan of \$15 million will result in Copley Place repaying approximately \$42 million in principle and interest to the City's Neighborhood Improvement Fund over the 27 year life of the loan.

IV. USER BENEFITS

The careful mixing of Copley Place uses will result in a project whose total benefits will be greater than the sum of its individual parts.

WEATHER-PROTECTED ENVIRONMENT

Visitors to Copley Place will enjoy the kind of climate-controlled environment usually found only in suburban shopping centers.

CONVENIENT ACCESS

For visitors arriving at the new Back Bay Transportation Center, a direct underground connection to Copley Place will be provided. For visitors arriving by car or bus, Copley Place's location is ideal. The Copley Place garages will accommodate approximately 1,500 cars.

V. URBAN DESIGN BENEFITS

IMPROVEMENT IN VISUAL QUALITY

Copley Place will be located in the heart of one of Boston's most important tourist, cultural and office centers. The site is situated in full view of historic Copley Square, the Prudential Center, the international center of the First Church of Christ Scientist, and the headquarters of several worldwide companies. The Architects Collaborative of Cambridge, an internationally-known architectural firm is responsible for the design and master plan of Copley Place. Special attention has been paid in their design to the scale and materials of surrounding buildings. The Copley Square face of the project

has received special treatment. Historically, Boston's famous Copley Square was completely enclosed by architecturally notable buildings. In the 1950's, the Square's coherence was broken by the demolition of several buildings on the Copley Place site. The project will fill this visual void with a structure whose height, massing, and design will compliment the two major, flanking structures, the Boston Public Library and the Copley Plaza Hotel.

RE-LINKING OF MID-TOWN NEIGHBORHOODS

The Copley Place site is now a physical and psychological barrier separating three densely populated neighborhoods, the Back Bay, the South End and the Fenway. The only existing pedestrian path across the site is for commuters from the B & A railroad platform under Huntington Avenue to the Prudential Center. The existing pedestrian routes around the periphery of the site are also limited and unpleasant. Particularly at night, pedestrians face the fear of street crime along these unpopulated routes. Together with the construction of the new Back Bay Transportation Center, Copley Place will provide for pedestrian movements between neighborhoods by means of a direct, safe, weather protected route through the retail mall. This route will be highly attractive and lively, and stay open at least 18 hours a day, seven days a week. There will be provision for handicapped access.

Pedestrian routes around the project's periphery will also be greatly enhanced by a variety of street activities. Huntington Avenue to the north will feature hotel lobbies and lounges, a mall entrance and retail display cases. On the project's east side, the landscaped Dartmouth Street Mall will be extended by the project to link up with the South End.

PROVISION OF OPEN SPACE

Copley Place will provide both indoor and outdoor landscaped, public spaces. A landscaped outdoor plaza will surround the glass-enclosed Copley Place entrance at the corner of Stuart and Dartmouth Streets. Inside the development, several climate-controlled public areas will be provided, the most impressive of which will be a seven-story skylit atrium in the center of the shopping area.

APPENDIX B

Public Agencies/Officials/UIDC Personnel

CITY

<u>Agency/ Official</u>	<u>Subject of Relationship</u>
Boston Redevelopment Authority Boston City Hall - 9th Floor One City Hall Square Boston, Ma. 02201 722-4300 Mr. Jeffrey Chmura Senior Project Coordinator	General, City approval of project
Office of Federal Relations Boston City Hall - 9th Floor One City Hall Square Boston, Ma. 02201 725-4747 Mr. Lucas DiLeo	Interface with federal govern- ment
Public Improvements Commission Boston City Hall - Room 709 One City Hall Square Boston, Ma. 02201 725-4965 Mr. Joseph Casazza Commissioner	City approval of street alter- ations and discontin- uances
Public Works Department Boston City Hall - Room 714 One City Hall Square Boston, Ma. 02201 725-4965 Mr. Joseph Casazza, Chairman	Street alterations and discon- tinuances
Traffic & Parking Department Boston City Hall - Room 721 One City Hall Square Boston, Ma. 02201 725-4675 Mr. Joseph Powderly, Commissioner	Alteration of traffic flow patterns

CITY (Cont.)

<u>Agency/Contact</u>	<u>Subject of Relationship</u>
Air Pollution Control Commission City of Boston 182 Tremont Street - 4th Floor Boston, Ma. 02111 725-4416 Mr. Geoff Boehm	Parking Freeze Permit
Water & Sewer Commission Ten Post Office Square Boston, Ma. 02109 426-6046 Mr. John Sullivan Principal Design Engineer	Relocation of water main and necessary easements, hook- up permits
Boston Building Department Boston City Hall One City Hall Square Boston, Ma. 02201 725-4716 Mr. Tony Peppicelli Deputy Commissioner	Building and occupancy permits
Boston City Council Boston City Hall One City Hall Square Boston, Massachusetts 02201 725-3040 Christopher A. Iannella, President Lawrence S. DiCara Raymond L. Flynn Frederick C. Langone Patrick F. McDonough Albert L. O'Neil Rosemarie E. Sansone John W. Sears Joseph M. Tierney	UDAG Application Approval; Permits, approvals, and reviews where required

STATE

<u>Agency/Contact</u>	<u>Subject of Relationship</u>
Massachusetts Turnpike Authority Suite 300 Prudential Center Boston, Massachusetts 02199 536-1400 Edward F. Saunders, Jr., Attorney Edward King, Community Affairs Director	Lease, CRC process
Prof. Tunney Lee Environmental Design 10-485 Massachusetts Institute of Technology 77 Massachusetts Avenue Cambridge, Ma. 02139 253-6883 Copley Place consultant for MTA	Lease, CRC process
Executive Office of Environmental Affairs Division of Environmental Quality Engineering Water Pollution Control Commission 110 Tremont Street Boston, Massachusetts 02108 722-3855 Mr. Glen Haas Division of Air Quality 600 Washington Street Boston, Massachusetts 727-0242 Mr. Bob Donaldson Environmental Engineer	Environmental Impact Report
Executive Office of Transportation and Construction Commonwealth of Massachusetts One Ashburton Place Boston, Massachusetts 02108 727-6457 Mr. James O'Leary Assistant Secretary and Chief Counsel	
Massachusetts Bay Transit Authority 500 Arborway Jamaica Plain, Massachusetts 02130 722-5834 Mr. Anthony Pangaro, Manager, SWC	Southwest Corridor Project
Massachusetts Dept. of Public Works 100 Nashua Street Boston, Massachusetts 02114 727-5012 Mr. Bill Oliver	

STATE (Cont.)

<u>Agency/Contact</u>	<u>Subject of Relationship</u>
Executive Office of Communities and Development 100 Cambridge Street - Room 1404 Boston, Massachusetts 02202 727-7765 Mr. Byron Matthews Secretary	CRC
Economic Employment Policy Administration 15 Beacon Street Boston, Ma. 02108 725-3580 Mr. David Mundel Executive Director	Employment and training
Massachusetts Historical Commission 294 Washington Street Boston, Massachusetts 02108 727-8470 Mr. Joe Orphant	106 Review

FEDERAL

Agency/Contact Subject of Relationship

Department of Housing and Urban Development UDAG Application, EIR/EIS

Boston Area Office
15 New Chardon Street
Boston, Massachusetts 02114
223-4121

Mr. Shelly Friedman
Regional Administrator

(Washington Office)
451 Seventh St., SW
Washington D.C. 20410
Mr. Phillip E. Comeau
Senior Development Director
(202) 755-6186

Advisory Council on Historic Preservation 106 Review

1522 K Street NW
Washington, D.C. 20005

Mr. Jordan Tannenbaum
Director, Eastern Office of Review and Compliance

UIDC PERSONNEL

Urban Investment and Development Co. (617) 536-8500
200 Clarendon Street - 45th Floor
Boston, Massachusetts 02116

Kenneth A. Himmel
Vice President and Project Manager

William J. Byrne
Development Manager

Rudolph K. Umscheid
Development Manager

Stephen F. Eimer
Associate Development Manager

Gordon S. Hislop
Associate Development Manager

Charles H. Hall
Construction Manager

Peter A. Lewis
Assistant Development Manager

Joseph P. Brown
Project Coordinator

Teri F. Weidner
Director of Communication

APPENDIX C

Public Information Materials

General/Development Program

- 1) Copley Place Presentation Book, UIDC, Boston, Mass., 11/79 (UIDC)
- 2) Copley Place Project Description, UIDC, Boston, Mass., 11/79 (UIDC)
- 3) Copley Place Public Benefits, UIDC, Boston, Mass., 11/79 (UIDC)
- 4) CRC #2: Copley Place Development Program, UIDC, Boston, Mass., 5/31/79 (UIDC)
- 5) CRC #1: Historic Overview of Copley Place Site, UIDC, Boston (UIDC)

Leases

- 1) Amended and Restated Lease: Massachusetts Turnpike Authority to Urban Investment and Development Co. of Copley Place, Boston, Massachusetts
Boston, Mass., 1/31/80 (MTA -
at cost)
- 2) Lease: Massachusetts Turnpike Authority of Urban Investment and Development Co. of Copley Place, Boston, Massachusetts,
Boston, Mass., 12/22/78 "

CRC Reports

- 1) Copley Place: Recommendations of the Task Force on Community Economic Development, CRC, Boston, Mass., 12/78 (UIDC)
- 2) Copley Place Summary of Workshops, Mass. Pike Site, CRC,
Boston, Mass., 8/11/78 (UIDC)
- 3) Back Bay Economic Impact Report/Summary of Major Findings,
CRC, 7/20/78 (UIDC)
- 4) Copley Place Final Recommendations, Mass. Pike Site, CRC,
9/22/77, (includes guidelines) (UIDC)
- 5) Copley Square: Mass. Pike Site: Interim Report, CRC, Boston,
Mass., 6/77 (UIDC)
- 6) Citizens' Review Committee: Meeting Minutes, 1977 - Present (MTA)

Public Financing

- 1) Copley Place: Urban Development Action Grant Application, City of Boston, 4/30/80 (BRA)
- 2) Testimony from 11/19/80 UDAG Hearing, Office of Public Service, City of Boston, 11/19/80 (OPS)
- 3) "Copley Place Public Funding," UIDC, Boston, Mass., 6/6/79 (UIDC)

Environmental - General

- 1) Transcript of Public Hearing - EIR/EIS, Boston, Mass., 3/20/80, Office of Public Service (OPS)
- 2) Draft EIR Supplement/Draft EIS, HMM Associates, Inc., for UIDC, 2/15/80 (UIDC)
- 3) Visual Quality Considerations, Copley Place, TAC/HMM, Boston, Mass., 12/6/79 (UIDC)
- 4) CRC #9: Environmental Impact, Session II, UIDC, Boston, Mass., 8/30/79 (UIDC)
- 5) CRC #5: Environmental Impacts - Outline of Proposed EIR/EIS, UIDC, Boston, Mass, 7/12/79 (UIDC)
- 6) Draft EIR, Environmental Research & Technology, Inc. Boston, Mass. 10/27/78 (UIDC)

Traffic and Parking, Transportation

- 1) Copley Place Transportation Impacts Study, Parsons, Brinckerhoff, Quade & Douglas and Norman A. Abend, Boston, 2/8/80 (UIDC)
- 2) CRC #10: Environmental Impacts, Session III: Traffic and Parking, UIDC, Boston, Mass., 9/6/79 (UIDC)
- 3) CRC #7: Traffic & Parking, Session II, UIDC, Boston, Mass., 8/9/79 (UIDC)
- 4) CRC #4: Transportation Planning Issues, Session I, UIDC 6/27/79 (UIDC)

Wind

- 1) Pedestrian Wind Environment at Copley Place, Boston, Massachusetts, Bolt Beranek and Newman Inc., 6/80 (UIDC)
- 2) Evaluation of Potential Wind Problems at Copley Place: Revised Design Concept, Bolt Beranek and Newman, Inc., 8/79 (UIDC)

Noise

- 1) Copley Place: Noise Levels Report, HMM Associates, 12/79 (UIDC)

Air Quality

- 1) Copley Place Air Quality Impact Study, Environmental Research and Technology, 12/14/80 (UIDC)

Retail

- 1) Revised Copley Place Retail Impact Analysis, Larry Smith & Co., 1/10/80 (BRA)
- 2) CRC #12: Summary, Retail Impact Analysis, Larry Smith & Co., 11/12/79 (UIDC)

Housing

- 1) Copley Place Housing Impact Study, Economic Research Associates, for BRA, 12/79 (BRA)
- 2) CRC #13: Summary, Housing Impact Analysis, Economic Research Associates, 10/79 (UIDC)

Corporate Information

- 1) UIDC Annual Report, 1979 (UIDC)

APPENDIX D

Joint Statement of Robert J. Ryan, Director
Boston Redevelopment Authority

And

Kenneth A. Himmel, Copley Place Project Manager
Vice-President, Urban Investment and Development Company

Urban Investment and Development Company and the Boston Redevelopment Authority have requested that HUD officials consider the Copley Place UDAG application in the next funding quarter which ends September 30, 1980.

This technical change has been made because UIDC is now in the process of completing the financing package for the project as required to complete the UDAG review process in the current quarter which ends June 30, 1980. UIDC will be able to provide all financing information in the next quarter.

The City, the BRA and UIDC remain fully committed to the \$19.7 million UDAG application which will leverage \$299 million in private investment in the retail, hotel, housing and office project in Copley Square.

The UDAG process imposed by HUD requires the city to apply for funds only within certain timetables. Because the UDAG application and review process is long and complex, it is common for projects of this magnitude to require a review period of at least 2 quarters. Other necessary design review procedures required by the BRA are continuing as scheduled.

The City is especially committed to this project because it has insured that the benefits of the project - taxes, jobs, and housing - will be in the best interests of the residents of Boston. UIDC has complied with the Mayors Executive Order on Jobs calling for 50% of all construction and permanent jobs for Boston residents. In addition, the Copley Place UDAG will adhere to City of Boston development policy whereby the UDAG will be largely in the form of a loan, and the repayment of the loan will finance neighborhood development projects throughout the city.

Both UIDC and the BRA look forward to the continued successful relationship with the Copley Place Citizen's Review Committee, which has provided extensive input in the areas of design, jobs, housing and economic impact.

APPENDIX E

Affirmative Action Goals
For
Copley Place Employment

The following table will clarify the affirmative action goals as determined in the MTA/UIDC Lease, in the Mayor's Executive Orders, in the Federal guidelines, and in the final UIDC/City of Boston UDAG Application.

AFFIRMATIVE ACTION GOALS FOR COPLEY PLACE EMPLOYMENT

	Mayor's Executive Orders	UICDC/MTA Lease 1/31/80, 12/22/80	City of Boston/ UICDC UDAG Application 4/30/80	Federal Requirements
<u>Construction Jobs</u>				
Boston Residents	(Order issued 9/11/79) 50%	-	50%	Less than Lease, Executive Orders or UDAG Application
Minorities	25%	20%	25%	Davis-Bacon requirements do not apply to private development
Women	10%	-	10%	
<u>Permanent Jobs</u>				
Boston Residents	No executive order was originally issued for permanent jobs affirmative action goals	50%	50%	
Minorities		30%	30%	
Women		50%	50%	
Impact Area Residents		17.2%	17.2%	
Handicapped		Good faith effort	Good faith effort	
<u>Minority Business Enterprise</u>				
% of ownership by minorities within an MBE	(Order issued 6/28/78) 51%	50%	50%	
% of construction work to MBE	30%			
% of value of all construction goods and services to MBE	10%	5%	10%	
% of community retail space available at below-market rents for MBE	-			50%

APPENDIX F

Summary of Content Included In Final EIR/EIS

HMM Associates, 7/11/80

The developer, BRA, and the team of consultants are currently compiling the Final EIR/EIS for Copley Place. This report will provide responses to the questions and comments on the Draft Report which was filed in February. In addition, the Final EIR/EIS will contain some new information. The new information includes descriptions of refinements in the project design and changes in development scheduling. In some cases, additional analysis has been undertaken, either in response to the comments received, or to assess the significance of the evolution of the design. The following paragraphs provide a summary of the new and changed information to be included in the Final EIR/EIS.

Project Description and Alternatives

Copley Place project designs have been refined since the Draft Report was filed. The Final EIR/EIS will describe the current development program, and compare it to the 1979 design. The Final EIR/EIS will outline the revisions in project costs, funding and schedules. The optional program, described in the Draft Report, has been dropped. As a result, the 1980 program and the no-build are the alternatives currently being considered.

Energy/Public Services

Descriptions of the energy demand associated with Copley Place will be expanded considerably. Descriptions will include demand associated with the different activity areas (space heating, air conditioning, lighting, etc.) as well as for project components (hotels, office, etc.).

Alternative means for meeting projected energy demands will be discussed. The costs for each alternative will be estimated and the rationale for selecting the project's energy system is explained.

Air Quality

Near-field dispersion of carbon monoxide from the Copley Place ventilation system is being modeled in the wind tunnel. The results of the wind tunnel modeling will be added to the numerical modeling reported in the Draft Report.

Noise

Revisions in the construction schedule have resulted in changes in the timing and mix of construction equipment to be used on site. A supplemental construction noise study has been compiled to investigate the changes in peak construction noise. The supplemental studies address new peak activity periods during the first year of construction and changes in the hours of activity for selected work tasks.

Visual Quality

The visual quality analysis has been supplemented in two areas. First, new shadow diagrams have been drafted. These diagrams reflect the design refinement that has taken place since the Draft Report. Second, the current plans for building materials are outlined. These plans include available descriptions of facade colors, materials, and textures.

Wind

Extensive wind tunnel modeling for Copley Place has been undertaken. The wind tunnel modeling has assessed the potential for affecting pedestrians in considerable detail. The nature and location of both build and no-build wind velocities have been examined. Means for mitigating those areas in which the project contributed to high wind levels have been suggested.

In addition, dispersion of carbon monoxide from the Copley Place ventilation system has been modeled. The consultants have also qualitatively described potential impacts of the wake from the Western International Hotel on the Hancock Tower.

Transportation

Detailed responses to each comment on the Draft Report have been compiled. For the most part, these responses are explanations and clarifications. Additional analysis, however, is reported for traffic activity on Berkeley Street. This analysis was compiled as a result of requests to study potential problems on this primary access route to Storrow Drive.

Geology/Hydrology

The Final EIR/EIS responds to the questions in this area. In addition, the detailed soil borings have proceeded over the past several weeks. Should data from this effort vary from the materials presented in the Draft Report, it will be incorporated in the final.

Socioeconomical Issues

Both BRA and its consultants are actively compiling responses to the comments in this area. Some of the socioeconomic data are being revised to reflect the recent refinements to the balance of space among the project components.



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Project Information

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